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Fifth Census of Canada, 1911. Areas and population by provinces, districts and subdricts, Vol. I.

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1. Report of the Auditor General for the year ended 31st March, 1911. Volume 1, Parts A to P, and Vol. 2, Parts Q to Y. Presented 10th January, 1912, by Hon. Mr. White.

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2. Public Accounts of Canada, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, November 20, 1911.. ..*Printed for distribution and sessional papers.*

3. Estimates for fiscal year ended 31st March, 1911. Presented 29th November, 1911, by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

3*a*. Estimates for the fiscal year ending 31st March, 1913. Presented 10th January, 1912, by Hon. Mr. White.. .. ..*Printed for both distribution and sessional papers.*

3*b*. Supplementary Estimates for the fiscal year ending 31st March, 1912. Presented 13th March, 1912, by Hon. Mr. White..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. White, 26th March, 1912.. .. ..*Printed for distribution and sessional papers.*

5. Further Supplementary Estimates for fiscal year ending 31st March, 1912. Presented by Hon. Mr. White, 26th March, 1912.

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6. List of Shareholders in the Chartered Banks of the Dominion of Canada for year ended 31st December, 1911. Presented by Hon. Mr. White.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada for five years and upwards prior to 31st December, 1911.

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8. Report of the Superintendent of Insurance for year ended, 1911. Presented by Hon. Mr. White, 20th November, 1911... .. .. ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1911. Presented by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

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10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 23rd February, *Printed for distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce for the year ended 31st March, 1911. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 10th January, 1912. *Printed for distribution and sessional papers.*

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part III.—Canadian Trade). Presented by Hon. Mr. Foster, 25th March, 1912.. .. ..*Printed for distribution and sessional papers.*

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10*c*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Foster, 7th February, 1912.. .. ..*Printed for distribution and sessional papers.*

10*d*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part V.—Grain Statistics, &c.) Presented by Hon. Mr. Foster. *Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part VI.—Subsidized Steamship Services). Presented by Hon. Mr. Foster, 1st April, 1912.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1911. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented by Hon. Mr. Foster.. .. ..*Printed for distribution and sessional papers.*

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11. Report of the Department of Customs for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 10th January, 1912. *Printed for distribution and sessional papers.*

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12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1911. (Excise, Part I). Presented by Hon. Mr. Nantel, 30th November, 1911.. .. ..*Printed for distribution and sessional papers.*

13. Report Department of Inland Revenue. (Part II.—Inspection of Weights and Measures, Gas and Electric Light). Presented by Hon. Mr. Nantel, 30th November, 1911. *Printed for distribution and sessional papers.*

14. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada, for the year ended 31st March, 1911. Part III.—Adulteration of Food. Presented by Hon. Mr. Nantel, 11th January, 1912. *Printed for distribution and sessional papers.*

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15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1911. Presented by Hon. Mr. Burrell... .. ..*Printed for distribution and sessional papers.*

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15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, for the year ending 1910. Presented by Hon. Mr. Burrell.
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15*c*. Report of the Veterinary Director General and Live Stock Commissioner for the year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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16. Report of the Director and Officers of the Experimental Farms for year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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17. Criminal Statistics for the year ended 1910. Presented by Hon. Mr. Doherty.
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18. Return of the Twelfth General Election for the House of Commons, 1911.
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18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons, 1911.
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19. Report of the Minister of Public Works, for the fiscal period ended 31st March, 1911. Presented by Hon. Mr. Monk, 1st December, 1911. Vols. I and II.
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20. Report of the Department of Railways and Canals for fiscal year, 1st April, 1910 to 31st March, 1911. Presented by Hon. Mr. Cochrane, 12th January, 1912.
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20*a*. Canal Statistics for season of navigation of 1911.
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20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 1st February, 1912.
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20*c*. Sixth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1911. Presented by Hon. Mr. Cochrane, 29th March, 1912.
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20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
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21. Report of the Department of Marine and Fisheries, for the year ending 31st December, 1911. (Marine). Presented by Hon. Mr. Hazen, 22nd January, 1912.
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21*a*. Tenth Report of the Geographic Board of Canada, for year ending 30th June, 1911. Also Appendix Handbook of Indians of Canada.
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21b. List of Shipping issued by Department of Marine and Fisheries. Vessels in registry books of Canada, for year 1911. Presented by Hon. Mr. Hazen.
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22. Report of the Department of Marine and Fisheries, 1911. (Fisheries). Presented by Hon. Mr. Hazen, 12th January, 1912.
Printed for distribution and sessional papers.

23. Supplement to the Forty-fourth Annual Report of the Department of Marine and Fisheries for the year ending 31st December, 1910—Marine—Report of the Harbour Commissioners for Montreal, Quebec, &c. Presented by Hon. Mr. Hazen, 22nd January, 1912.. .. ..*Printed for distribution and sessional papers.*

23*a*. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1911. Presented by Hon. Mr. Hazen, 22nd January, 1912.
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24. Report of the Postmaster General for the year ended 31st March, 1911. Presented by Hon. Mr. Pelletier, 24th November, 1911.
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25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Rogers, 12th January, 1912.
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25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911.. .. ..*Printed for distribution and sessional papers.*

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25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1910-11.. .. ..*Printed for distribution and sessional papers.*

25*d*. Report of progress of stream measurements for the calendar year 1910.
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26. Summary Report of the Geological Survey Branch, Department of Mines, for calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

26a. Summary Report of the Mines Branch Department of Mines, for the calendar year 1910. Presented by Hon. Mr. Nantel, 11th January, 1912.
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27. Report of the Department of Indian Affairs for the year ended 31st March, 1911. Presented by Hon. Mr. Rogers, 11th January, 1912.
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28. Report of the Northwest Mounted Police, for year 1911. Presented by Rt. Hon. Mr. Borden, 10th January, 1912... .. .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for year ended 31st March, 1911. Presented by Hon. Mr. Roche, 30th November, 1911
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29*b*. Report of the Secretary of State for External Affairs for the fiscal year ended 31st March, 1911. Presented by Hon. Mr. Roche, 11th January, 1912.
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30. Civil Service List of Canada, 1911. Presented by Hon. Mr. Roche, 30th March, 1912.
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31. Report of the Civil Service Commission of Canada for the period from 1st September to 31st August, 1911. Presented by Hon. Mr. Roche, 12th January, 1912.
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32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 6th March, 1912.
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33. Report of the Joint Librarians of Parliament for the year 1911. Presented by Hon. The Speaker, 16th November, 1911... .. ..*Printed for sessional papers.*

33*a*. Report of the Joint Committee Library of Parliament for year 1911. Presented by Hon. The Speaker, 18th March, 1912.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries in Canada for fiscal year ended 31st March, 1911. Presented by Hon. Mr. Doherty, 10th January, 1912.
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35. Report of the Militia Council for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Hughes, 8th February, 1912.
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36. Report of the Department of Labour for year ending 31st March, 1911. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*a*. Fourth Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*c*. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1911. Presented by Hon. Mr. Crothers, 10th January, 1912.
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37. Report of the Transcontinental Railway Commission for year ending 31st March, 1911. Presented by Hon. Mr. Cochrane.. ..*Presented for distribution and sessional papers.*

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1911. Presented 10th January, 1912, by Hon. Mr. Hazen.

Printed for distribution and sessional papers.

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39. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1911-12. Presented 20th November, 1911, by Hon. Mr. White.

Not printed.

40. Copy of Order in Council, dated 7th August, 1911, *re* "Extra Pay of Officers, and Men serving in the Naval Service of Canada."

Copy of Order in Council, dated 10th August, 1911, *re* "Payment to Ministers of Religion of various denominations for religious ministration to Officers and Men belonging to the Naval Foces of Canada."

Copy of Order in Council, dated 18th October, 1911, *re* "Regulations for the entry of Naval Cadets for the Naval Service."

Copy of Order in Council, dated 25th October, 1911, *re* "Regulations for Courts Martial." Presented 20th November, 1911, by Hon. Mr. Hazen.. .. .. ..*Not printed.*

40*a*. Copy of Order in Council, dated 7th August, 1911, *re* "Consolidated Allowance in lieu of Lodging, Provisions, Fuel, Light, &c., for the Naval Service of Canada." Presented 29th November, 1911 by Hon. Mr. Hazen.. .. ..*Not printed.*

40*b*. Copy of Order in Council, No. P.C. 2843, dated 16th December, 1911—"Regulations *re* Distinguishing Flag and Pendants to be flown by the Ships of the Royal Canadian Navy." Presented 1st January, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*c*. Copy of Order in Council, dated 27th January, 1912, *re* Gratuities to Widows of Seamen, killed on duty. Presented 8th February, by Hon. Mr. Hazen..*Not printed.*

40*d*. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all Correspondence between His Majesty's Government in Canada and His Majesty's Government in England, subsequent to the last Imperial Conference, concerning the Naval Service of Canada, or in any way connected with it. Presented 15th February, 1912.—*Mr. Lemieux.*

Printed for distribution and sessional papers.

40*e*. Copy of Order in Council P.C., 16/168, dated 27th January, 1912, *re* Daily Rates of Pay and allowances for Bandsmen in the Royal Canadian Navy.—(*Senate*).

Not printed.

40*f*. Copy of Order in Council No. P.C. 186, 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes.—(*Senate.*)..*Not printed.*

40*g*. Copy of Order in Council P.C., 16/168 dated 27th January, 1912, *re* Daily Rates of Pay and Allowances for Bandsmen in the Royal Canadian Navy. Presented 27 February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*h*. Copy of Order in Council No. P.C. 196, dated 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes. Presented 27th February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*i*. Return to an Order of the House of the 5th February, 1912, for a copy of the memorandum of Admiral Kingsmill, dated 9th October, 1911, referred to by the Minister of Marine and Fisheries in answer to a question put to him on the 15th January, 1912. Presented, 11th March, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

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41. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended 31st December, 1911, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also, whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

42. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1911, to the 16th November, 1911, in accordance with the Appropriation Act of 1911. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

43. Civil Service Insurance Act. Statement concerning. Presented 20th November, 1912. *Not printed.*

44. Return, in pursuance of Section 16 of the Government Annuities Act, 1908, containing Statement of the business done during the fiscal year ending 31st March, 1911. Presented 21st November, 1911, by Hon. Mr. Foster.. .. ..*Not printed.*

44*a*. Return to an Order of the Senate, dated 8th February, showing:—1. The number of persons who have been appointed to the position of lecturers upon the subject of Annuities under chapter 5, 7-8 Edward VII, "An Act to authorize the issue of Government Annuities for Old Age and Amendments thereto." 2. The names of such lecturers, the amount of salary paid to each, of travelling expenses or payments for any other service rendered in connection therewith. 3. The number of clerks and others employed in connection with the organization and putting into force the provisions of the Annuities Act; and the salaries and wages paid to each one so employed. 4. The total expense incurred in the organization of Annuities Branch of the Public Service, to the end of December, 1911.—(*Senate*).. .. ..*Not printed.*

44*b*. Return to an Order of the Senate, dated 6th February, 1912, showing:—1. The number of annuitants and parties having made payments on account of purchase of same up to the 1st February, 1912. 2. The amount of money paid in to the same date. 3. The number of contracts for annuities entered into in each month from the 1st January, 1911, to the 1st February, 1912. 4. The number of letters received by the officials in charge of the Annuities Branch during same period?—(*The Senate.*).. ..*Not printed.*

45. Report of the proceedings for the preceding year of the Commisioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 24th November, 1911, by Hon. The Speaker.. .. ..*Not printed.*

46. Copies of General Orders promulgated to the Militia for the period between 1st November, 1910, and 2nd November, 1911, inclusive. Presented 24th November, 1911, by Hon. Mr. Hughes.. .. ..*Not printed.*

47. Report of the Commission of Conservation on the Water-Powers of Canada. Presented 28th November, 1911, by Hon. Mr. Burrell.. .. ..*Not printed.*

48. Return respecting Trade Unions under Chap. 125, R.S.C., 1906. Presented 30th November, 1911, by Hon. Mr. Roche.. .. ..*Not printed.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (29th November, 1910), submitted to the Parliament of Canada, under Section 32 of Chap. 19, R.S.C., 1906. Presented 30th November, 1911.—*Hon. Mr. Roche*.. .. ..*Not printed.*

50. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White.*

Printed for sessional papers.

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51. Statements of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White*... ..*Not printed.*

51*a*. Return respecting work done by Ottawa Improvement Commission for beautifying of Ottawa.—(*Sir Wilfrid Laurier.*) Presented 22nd February, 1912.
Printed for distribution and sessional papers.

51*b*. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, 18th March, 1912.. .. ..*Not printed.*

52. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1911. Presented 30th November, 1911.—*Hon. Mr. White*.. .. ..*Not printed.*

53. Regulations under "The Destructive Insect and Pest Act."—(*For distribution*). Presented 1st December, 1911.—*Hon. Mr. Burrell*
Printed for distribution and sessional papers.

54. Return of Orders in Council passed regulations and forms prescribed between the 1st October, 1910, and 30th September, 1911, in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61 Revised Statutes of Canada, 1906. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55. Return of Orders in Council passed between the 1st of October, 1910, and the 31st July, 1911, in accordance with the provisions of Section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

55*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with provisions of Sub-section (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*c*. Supplementary Return of Certain Orders in Council in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908.—(*Senate.*).. .. ..*Not printed.*

55*d*. Supplementary Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 15th November, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 7th February, 1912.. .. ..*Not printed.*

56. Return of Orders in Council passed between the 1st October, 1910, and the 30th September, 1911, in accordance with the provisions of the Forest Reserve Act, Section 19, of Chapter 10, 1-2 George V. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

56*a*. Return of Orders in Council passed between the 1st Oceober, 1910, and the 30th September, 1911, in accordance with the provisions of the Rocky Mountain Park Act, Section 5 of Chapter 60, Revised Statutes of Canada. Presented 1st December, 1911. —*Hon. Mr. Foster*.. .. ..*Not printed.*

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57. Return (in so far as the Department of the Interior is concerned) of Copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 5th December, 1911.—*Hon. Mr. Rogers*.. .. .. .

CONTENTS OF VOLUME 24—*Continued.*

64*a*. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all Orders in Council and other papers relating to the appointment of Arthur Hawkes as a special commissioner in the immigration branch of the Interior Department. Presented 10th January, 1912.—*Mr. Oliver*... .. ..*Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st December, 1911, appointing Messieurs Alfred Bishop Morine, Guillaume Narcise Ducharme and Richard Stuart Lake, a Royal Commission to investigate and inquire into the operation of the various departments of the government, with a view to securing increased efficiency and a more thorough organization and co-ordination in the said departments. Presented 10th January, 1912.—*Rt. Hon. Mr. Borden*.. .. ..*Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 29th January, 1912, relative to the appointment of two commissioners, namely: Mr. F. C. Gutelius, C.E., of Montreal, and Mr. George Lynch Staunton, K.C., of Hamilton, to investigate all matters bearing on the actual construction of the National Transcontinental Railway between Moncton and Winnipeg. Presented 6th February, 1912.—*Hon. Mr. Cochrane.*
Not printed.

65*b*. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 12th February, 1912, appointing the Hon. Sir William Ralph Meredith, Chief Justice of the Common Pleas Division of the High Court of Justice of Ontario, a commissioner to inquire into all the circumstances connected with the organization, management, operation and failure of the Farmer's Bank of Canada. Presented 13th February, 1912.—*Hon. Mr. White.*
Not printed.

66. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the interpretation and enforcement of the duties on lumber, together with a copy of all instructions or other communications addressed by circular or otherwise to Collectors of Customs, and a copy of any minute or minutes or rulings or decisions of the Board of Customs during the year 1911. Presented 10th January, 1912.—*Mr. Knowles*... ..*Not printed.*

67. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st November, 1911, providing for the transfer of the Government Annuities Branch from the Department of Trade and Commerce to the Post Office Department. Presented 10th January, 1912.—*Hon. Mr. Pelletier*... .. ..*Not printed.*

68. Return relating to lands sold by the Canadian Pacific Railway Company during the year which ended the 1st October, 1911. Presented 11th January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

68*a*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the "Irrigation Block" of the Canadian Pacific Railway Company in the province of Alberta, sold by that company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.. .. ..*Not printed.*

68*b*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the province of Alberta, sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.
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CONTENTS OF VOLUME 24—*Continued.*

69. Return to an Order of the House of the 4th December, 1911, for a copy of all agreements between the Minister of Railways of Canada and any of the Brotherhood Unions or organizations of the employees of the Interclonial Railway since 1898. Presented 15th January, 1912.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

70. Return to an Order of the House of the 29th November, 1911, showing:—1. What persons were appointed to positions in the several departments between the date of the dissolution of the last parliament and the 31st September last. 2. On whose recommendation such appointments were made, and the salary attached to each position. 3. What appointments were made in the several departments between the 21st day of September last and the date of the resignation of the Laurier Ministry, on whose recommendation in each case and the salary of each appointee. Presented 15th January, 1912.—*Mr. Edwards*.. .. ..*Not printed.*

70*a*. Return to an Order of the House of the 22nd January, 1912, for a Return showing how many appointments have been made in the Department of Public Works and Post Office since the 7th day of October, 1911, in the inside service, and in the outside service respectively. Presented 12th February, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

71. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all documents, &c., necessary to bring up to date the statement regarding the matters covered by Sessional Paper 109 of the Session of 1910-11 in reference to Canadian-Australain Trade.—*Mr. Ames.*

Printed for distribution and sessional papers.

71*a*. Return to an Order of the House of the 10th January, 1912, for a copy of all papers and correspondence relating to the negotiations that have been opened by the government for improved trade arrangements with the British West Indies and British Guiana. Presented 26th January, 1912.—*Mr. Murphy.*

Printed for distribution and sessional papers.

72. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence consisting of letters or telegrams, between the Salisbury and Harvey Railway Company or any officer thereof or any person, and the Minister of Railways or any other member of the government or any other person, and the Minister of Railways and Canals, relating to the re-opening of that portion of the railway of the said company between Hillsborough and Albert, and the supplying of rails and other materials for the purpose of repairing and improving the same, and also, of any Orders in Council, agreements and other documents relating thereto. Presented 15th January, 1912.—*Mr. Pugsley*.. .. .. ..*Not printed.*

72*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Hudson Bay Railway, and of all orders suspending work on the same. Presented 15th January, 1912.—*Mr. Neely*.. .. ..*Not printed.*

72*b*. Return to an Order of the House of the 29th November, 1911, for a statement showing the amount of money paid by the Dominion Government to each of the railways in the provinces of Manitoba, Saskatchewan, Alberta, British Columbia and in the Northwest Territories by way of subsidies, and adding thereto the value of lands given as subsidies on the basis of one dollar per acre. Presented 15th January, 1912.—*Mr. McCraney*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

72*c*. Return to an Address to His Royal Highness the Governor General 30th November, 1911, for a copy of all Orders in Council, petitions, telegrams, letters, agreements, correspondence and all other documents generally in connection with the proposed branch line or lines of railway to connect Montreal with the National Transcontinental Railway. Presented 15th January, 1912.—*Mr. Lapointe (Montreal)*
Not printed.

72*d*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Transcontinental Railway Station at Quebec, and all orders suspending work on the same. Presented 15th January, 1912.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

72*e*. Statement of work done on the National Transcontinental Railway—Eastern Division —to 31st December, 1911, and estimate of cost of completion. Presented 16th February, 1912—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*f*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents and of all the correspondence exchanged between A. E. Doucet, district engineer, on district B of the Transcontinental Railway, and of all other persons, relating to the selection of sites for railway stations in the parishes of St. Damien and St. Cajetan d'Armagh, in the county of Bellechasse. Presented, 18th March, 1912.—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*g*. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of all minutes of proceedings, records, orders, instructions or other writings made and had, or given or authorized to be made, had or given by the Board of National Transcontinental Railway Commissioners, from the date of the appointment of Mr. R. W. Leonard, as a member of the said Board and chairman thereof, to the present date; also of all letters, telegrams, instructions or other documents made or had or passed, since the said appointment, by and between the Minister of Railways and Canals, or other members of the government, or by any person by authority of the government, and the said Chairman of the Board of National Transcontinental Railway Commissioners, or the Secretary of said Board; also of any Orders in Council relating to the appointment of an asistant chairman or an assistant to the chairman of said Board, together with a copy of all letters, papers. instructions or documents relating thereto; as well as a statement of all payments of monies in the way of salaries or compensation made to the incumbent of the office of assistant chairman or assistant to the chairman of said Board, and of all papers, letters or instructions made, written or received by the said minister or the said chairman, relating to or in any way connected with the payment or authorization of said salary or compensation. Presented 20th March, 1912.—*Hon. Mr. Cochrane.*
Not printed.

72*h*. Interim Report of the Commissioners of the Transcontinental Railway, being for the nine months ended 31st December, 1911. Presented 22nd March, 1912, by Hon. Mr. Cochrane.. .. ..*Not printed.*

73. Return to an Order of the House of Commons of the 29th November, 1911 (so far as the Department of Agriculture is concerned), for a copy of all letters, telegrams, memorials, resolutions and other documents in the hands of the government, or any department thereof, in connection with the taking of the census in the city of Regina, and all complaints and protests in connection with the same; also, all departmental instructions, memoranda, reports and other documents. Presented 15th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

74. Return showing:—1. The number of messengers in the House of Commons during the last session of the last parliament. 2. The names of the said messengers and the dates of their respective appointments. 3. The number of these messengers who have been relieved from service, their names, at whose request, for what reasons and on what date. 4. By whom have they been replaced. 5. Where are the residences of the new messengers and by whom were they recommended. 6. How many French Canadians hve been dismissed nd by whom have they been replaced. Presented 17th January, 1912.—*Hon. Mr. Speaker*.. .. ..*Not printed.*

75. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1911. Presented 17th January, 1912, by Hon. Mr. Roche.. .. ..*Not printed.*

76. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all correspondence with and from the Secretary of State for the Colonies, or other minister of the Imperial government, in relation to the passage of legislation providing for uniformity in naturalization throughout the empire since the sittings of the Imperial Conference in June last. Presented 19th January, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

77. Return to an Address to His Royal Highness the Governor General of the 7th December, 1910, for a copy of the Report of the Imperial Defence Committee of the Privy Council in England concerning the defence of the empire, communicated to the Canadian Government, and of the despatches and correspondence exchanged between the Imperial and the Canadian Governments relating to the said report. Presented 22nd January, 1912.—*Hon. Mr. Monk*.. .. ..*Not printed.*

78. Return called for by Section 88 of Chapter 62, R.S.C., requiring that the Minister of the Interior shall lay before parliament, each year, a Return of liquor brought from any place out of Canada into the Territories, by special permission in writing of the Commissioner of the Northwest Territories. Presented 22nd January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

79. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, resolutions, telegrams and other communications or memorials in connection with the removal from the Moosejaw Land Office, of John Rutherford, lands agent, and the appointment (either temporary or permanent) of a new incumbent of the office. Presented 23rd January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

79*a*. Return to an Order of the House of the 15th January, 1912, for a copy of all letters, telegrams, reports, papers and correspondence, petitions or memoranda presented to the Government, or the Department of Public Works, or any official thereof, in connection with the dismissal of Captain Peter Decoste from the dredge *Cape Breton*. Presented 26th January, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*b*. Return to an Order of the House of the 17th January, 1912, for a copy of all petitions, letters, telegrams and other documents in the possession of the Department of Public Works relating to the dismissal of Roderick Sutherland, caretaker of the public building at Canso, Nova Scotia. Presented 26th January, 1912.—*Mr. Sinclair.*
Not printed.

79*c*. Return to an Order of the House of the 17th January, 1912, for a copy of all letters. reports or other documents, relating to the removal from office of Mr. Eugene Baldwin, late of the Customs Service at Coaticook, Quebec. Presented 30th January, 1912. —*Mr. McLean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*d*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, letters, petitions, reports, recommendations, declarations, proceedings of inquiry and all other documents relating to the dismissal of Médric Picotte as messenger of the House of Commons and the appointment of his successor, Henry Coffin. Presented 7th February, 1912.—*Mr. Seguin*.. .. ..*Not printed.*

79*e*. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all letters, complaints, charges, telegrams, petitions, memorials, Orders in Council or other documents in the possession or under control of the government, relating to the dismissal of William A. Hattie, from the position of Preventive Officer at Mulgrave, Nova Scotia, and relating to the appointment of a man to fill the vacancy caused by such dismissal. Presented 12th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*f*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, complaints, telegrams, evidence, reports, or other papers, relating to charges against Robert Leithead, James Blair, Duncan Gillis and Calvin McKenzie, all employees of the Intercolonial Railway in the county of Pictou, for partizanship and to the investigation of said charges. Presented 14th February, 1912.—*Mr. Macdonald*..*Not printed.*

79*g*. Return to an Order of the House of the 24th January, for a copy of all letters, telegrams and all other documents, and of all complaints and charges, in any way relating to the suspension of Joseph Venoit, checker on the Intercolonial Railway at Pictou, Nova Scotia. Presented 14th February, 1912.—*Mr. Macdonald*...*Not printed.*

79*h*. Return to an Order of the House of the 7th February, 1912, for a copy of all charges, letters, and other documents relating to complaints against John Connolly, of New Glasgow, coal inspector, for partizanship, the evidence taken in the investigation before H. P. Duchemin, and all other papers in connection therewith. Presented 14th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*i*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, complaints, charges or other documents in the possession of the Department of Customs relating to the dismissal of S. M. Ferguson, Preventive Officer at Oyster Ponds, county of Guysborough, Nova Scotia, and relating to an appointment of a man to fill the vacancy cause by such dismissal. Presented 19th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*j*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, letters, telegrams or other documents relating to the dismissal of P. J. Veniot, Collector of Custotms at Bathurst, New Brunswick, and the appointment either permanent or temporary of his successor. Presented 19th February, 1912.—*Mr. Turgeon*.. .. ..*Not printed.*

79*k*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of Luke Day, (of the Department of Public Works), of North Sydney, Cape Breton. Presented 19th February, 1912.—*Mr. McKenzie*.. .. .. ..*Not printed.*

79*l*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence addressed to the Minister of Public Works in connection with the dismissal of George T. Harbour, superintendent of the work at the deep water wharf at Gaspé. Presented 22nd February, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*m*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of D. McDonald, Esquire, M.D. (of the Department of Indian Affairs), of Baddeck, Cape Breton. Presented 26th February, 1912.—*Mr. McKenzie*..*Not printed.*

79*n*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, requests, complaints, or other documents in the possession of the government, or any department thereof, relating to the dismissal of George Cavanagh from the Customs Service at New Glasgow, Nova Scotia. Presented 27th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*o*. Return to an Order of the House of the 14th February, 1912, for a copy of all charges, letters and documents of every kind with respect to the dismissal of John W. Bohan from the position of Preventive Customs Officer at Bath, in the county of Carleton, province of New Brunswick; also, a copy of all references for an investigation on any charges, if any, and a copy of all evidence adduced thereat, together with the recommendation of the official making such investigations. Presented 27th February, 1912.—*Mr. Carvell*.. .. ..*Not printed.*

79*p*. Return to an Order of the House of the 19th February, 1912, for a copy of all papers, letters, documents, &c., relating to the dismisasl of Hector Hamel, assistant appraiser at the Montreal Custom House; and also, relating to his subsequent appointment as preventive officer. Presented 27th February, 1912.—*Mr. Lemieux*. *Not printed.*

79*q*. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, Orders in Council, reports or other documents in the possession of the Department of Customs relating to the dismissal of Lyman C. Smith from the Customs Collectorship at Oshawa, Ontario. Presented 27th February, 1912.—*Mr. Sinclair*.. .. .. ..*Not printed.*

79*r*. Return to an Order of the House of the 5th February, 1912, for a copy of the petitions forwarded to the Minister of Public Works praying for the dismissal of Michael Campeau, and the appointment of Honoré Paquette, as caretaker of the Postal Station in Laurier Ward, Montreal. Presented 1st March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

79*s*. Return to an Order of the House of the 19th February, 1912, for a copy of all documents, letters, telegrams, requests, reports, recommendations and correspondence, regarding the removal or dismissal of Alexander R. McAdam, Fishery Officer for the county of Antigonish, and the appointment of a successor to him Presented 4th March, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*t*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, correspondence, petitions, recommendations, complaints and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Fishery Guardians in the county of Guysborough, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*u*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges, or other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Edward Kelly from the position of engineer at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*v*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges or other documents in the possession of the Marine and Fisheries Department relating to the dismissal of David S. Hendsbee from the position of weigher at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*w*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shurtleff, relating to the dismissal of Anson Sheltus, of St. Armand Station, county of Missisquoi, a Preventive Officer of the Customs Department. Presented 5th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

79*x*. Return to an Order of the Senate dated the 30th January, 1912, calling for copies of all letters, papers or other documents in the hands of the government relating to the proposed removal of John Park, postmaster at Orangeville, Ontario.—(*Senate.*)

79*y*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, telegrams, recommendation and memoranda relating to the dismissal of James McPhee as Customs Officer at West Bay, Nova Scotia, and the appointment of a successor. Presented 6th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*z*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and memoranda relating to the dismissal of Allan Kennedy as General Government Telegraph Repairer, Inverness county, and the appointment of his successor. Presented 7th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*aa*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Wenceslas Lebel, of Kamouraska, as preventive officer of the Customs Department. Presented 12th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*bb*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, complaints, charges and other documents connected with or giving any information as to the discharge of Thomas Hale, of Westville, Nova Scotia, as correspondent for the *Labour Gazette*. Presented 12th March, 1912.—*Mr. Macdonald*.. ..*Not printed.*

79*cc*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, petitions, charges, complaints and other documents in the possession of the government or any department thereof, relating to the dismissal of William A. Gerrior, customs preventive officer at Larry's River, N.S., and to the appointment of his successor. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

77*dd*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Auguste Hibert as postmaster at St. Pascal, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ee*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Luc Lizotte as postmaster at St. Pacome, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ff*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints or other dcuments in the possession of the Post Office Department, relating to the dismissal of Captain Alex. Roberts, postmaster at Canso, N.S., and the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*gg*. Return to an Order of the House of the 12th February, 1912, for a copy of all documents, reports, letters, complaints, &c., relating to the dismissal in 1896, of H. St. Amour, postmaster at St. Amour, county of Prescott, and the appointment of his successor. Presented 19th March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*hh*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, complaints or other documents relating to the dismissal of W. H. Harris, postmaster, at White Head, N.S., and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*ii*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents in the possession of the Post Office Department relating to the proposed dismissal of James McGrath, postmaster at Aspen, Nova Scotia. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*jj*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, letters, &c., relating to the dismissal of Louis Girard, postmaster at Ste. Anglèle de Mêrici, county of Rimouski, and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*. *Not printed.*

79*kk*. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, reports or other documents relating to the removal from office on 1st May, 1903, of John Fraser, postmaster of Stellarton, Nova Scotia. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ll*. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of all petitions, requests, letters, recommendations, Orders in Council or other papers or documents in the possession or under the control of the Honourable the Postmaster General or the Post Office Department, relating to the dismissal of John M. Rogers, postmaster at East Roman Valley, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*mm*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence and papers in connection with the appointment and subsequent dismissal of Eugene Guimond, as postmaster at St. Angele, county of Rimouski. Presented 20th March, 1912.—*Mr. Lemieux*.. .. ..***Not printed.***

79*nn*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dougald R. Boyle, officer at West Arichat, Nova Scotia, and of all correspondence and telegrams between the Department of Marine and Fisheries or any official thereof and any other person in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*oo*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dr. J. R. McLeod, port physician at Port Hawkesbury, N.S., the evidence taken before H. P. Duchemin in support of such charges, and his report on the same, and of all correspondence and telegrams between the said H. P. Duchemin and the Department of Marine and Fisheries or any official thereof in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*pp*. Return to an Order of the House of the 4th March, 1912, for a copy of all documents, correspondence, inquiries, accusations, petitions and reports in the Department of Railways and Canals, referring to the dismissal of Mr. Theophile Morice, an officer over the delivery of the coal of the Intercolonial Railway at Rivière du Loup. Presented 21st March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*qq*. Return to an Order of the House of the 24th January, 1912, for a copy of all letters, requests, petitions, telegrams, complaints or charges received by the Post Office Department since 10th October, 1911, relating to the postmaster at Glenelg, N.S. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*rr*. Return to an Order of the House of the 18th March, 1912, for a copy of all letters, telegrams, complaints and other documents, relating to charges against Jas. W. Matheson, I.C.R. trackman at Meadowville, Pictou county, N.S., of the evidence taken and other proceedings of the investigation held on said charges, the reports thereon and of all representations in regard to the case from the Brotherhood of Trackmen. Presented 22nd March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ss*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, petitions, reports, charges or other documents in the possession of the Post Office Department relating to the dismissal of J.D. McFarlane, postmaster at Southwest Margaree, Nova Scotia, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*tt*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers and correspondence in connection with the removal of the postmaster at Rathburn, township of Mara, county of Ontario, and the change of the location of the post office at said point. Presented 22nd March, 1911.—*Mr. Pardee*.. .. ..*Not printed.*

79*uu*. Return to an Order of the House of the 6th March, 1912, for a copy of all papers, complaints, letters and other documents connected with or relating to the dismissal of John McLeod as postmaster at Denmark, Colchester county, N.S., and the appointment or suggested appointment of D. McLeod to the vacancy. Presented 22nd March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

79*vv*. Return to an Order of the House of the 28th February, 1912, for a copy of all documents, letters, requests, reports and recommendations in the possession of the Post Office Department, relating to the dismissal of Doué Daoust, postmaster at Alfred, county of Prescott, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*ww*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, papers, inquiries, letters, &c., relating to the dismissal of Thomas Dionne, as postmaster of Cacouna, also the dismissal of Miss Saindon, of Cacouna, and the reinstallation of the said Thomas Dionne in the post office at Cacouna. Presented 22nd March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

79*xx*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, recommendations, &c., relating to the request that was made to the Post Office Department for the dismissal of the postmaster at St. Anaclet, county of Rimouski. Presented 22nd March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*yy*. Return to an Order of the House of the 13th March, 1912, for a copy of all letters, papers, documents, memoranda, telegrams and correspondence relating to the resignation of Donald E. McLean, late postmaster at Inverness, N.S. Presented 25th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*zz*. Return to an Order of the House of the 26th February, 1912, for a Return showing the number of postmasters removed from office in Shefford county since the 1st October, 1911; their names, post office addresses, dates of dismissal, reasons therefor, name of complainant in each case, names of new postmaster appointed to replace them;

CONTENTS OF VOLUME 24—*Continued.*

the charges laid against the dismissed postmasters, and whether charges were investigated before their removal from office; dates of different investigations, by whom held and was the accused postmaster present at said investigations in each case; names of any other postmasters in said county who may have charges laid against them; their names, offices, names of complainants in each case and nature of the complaints; will charges be investigated before the accused postmasters are removed from office; application made for these offices and name of applicant in each case. Presented 25th March, 1912.—*Mr. Boivin*.. .. ..*Not printed.*

79*aaa*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Arthur Brymer, fishery officer at L'Ardoise, N.S., and of all telegrams and other communications between the Minister of Marine and Fisheries, or any other officer of his department, and any other persons having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*bbb*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Lawrence G. Power, Superintendent of the Lobster Hatchery at Arichat, N.S., and of all letters, telegrams and other communications between the Minister of Marine and Fisheries or any officer in his department, and any other person, having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*ccc*. Return to an Order of the House of the 13th March, 1912, for a copy of all papers, corrspondence, telegrams, &c., concerning the dismissal of Joachim Godbout, lighthouse keeper at St. Laurent, Isle of Orleans, county of Montmorency. Presented 25th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*ddd*. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers and other documents concerning the proposed investigation against P. L. St. Pierre, postmaster at St. Paul d'Abbottsford, county of Rouville, Que. Presented 27th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*eee*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and of every other document in the possession of the Post Office Department relating to the dismissal of Doctor H. Dupre as postmaster of St. Robert, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*fff*. Return to an Order of the House of the 22nd January, 1912, for a tabulated statement showing the number of dismissals in the Post Office Department since the first day of October, 1911, in the nine provinces of the Dominion. Also, the names of the postmasters so dismissed, the locality, the cause of dismissal, the names of the petitioners praying for such dismissal in each case, and the names of the petitioners opposing said dismissals. Presented 27th March, 1912.—*Mr. Lemieux*...*Not printed.*

79*ggg*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry, and of every other document in the possession of the Post Office Department relating to the dismissal of Madam, the widow of Antoine St. Martin, as postmistress at St. Louis de Bonsecours, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*hhh*. Return to an Order of the House of the 24th January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Joseph Moreau, as postmaster at St. Germain, Kamouraska, in the year 1905. Presented 27th March, 1912.—*Mr. Lapointe*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*iii.* Return to an Order of the House of the 20th March, 1912, for a copy of all papers, telegrams, letters, petitions and affidavits, relating to the dismissal of George Bourgoin, employed as statistician on the Lachine canal, also of all letters exchanged between the Minister of Public Works and the Minister of Railways and Canals concerning said dismissal. Presented 28th March, 1912.—*Mr. Lemieux.. ..Not printed.*

79*jjj.* Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Louis Dechesne, an employee of the Marine Department, on the river Ouelle wharf, county of Kamouraska. Presented 29th March, 1912.—*Mr. Lapointe.. ..Not printed.*

79*kkk.* Return to an Order of the House of the 18th March, 1912, for a copy of all charges against A. M. Hatfield, fishery overseer of the county of Yarmouth, N.S., and of all letters, telegrams, and any other communications between the Minister of Marine and Fisheries or any officer of his department, and any other person, having reference to the same, in relation to the appointment of Mr. Hatfield's successor. Presented 30th March, 1912.—*Mr. Law.. .. ..Not printed.*

79*lll.* Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and every other document whatsoever, relating to the dismissal of Mr. J. O. Dauphinais as postmaster of Sorel, county of Richelieu, and also of all letters, requests or other documents relating to the appointment of the new postmaster at Sorel. Presented 30th March, 1912.—*Mr. Cardin.. .. ..Not printed.*

79*mmm.* Return to an Order of the House of the 11th March, 1912, for a copy of all documents, letters, papers, requests, inquiries and reports respecting the dismissal of Mr. Joseph Cloutier, postmaster of St. Adolphe de Dudswell. Presented 30th March, 1912. —*Mr. Tobin.. .. ..Not printed.*

80. Return to an Order of the House of the 17th January, 1912, showing:—1. The quantity in tons of anthracite dust and Culm coal imported into Montreal during the year 1911. 2. The quantities of the same imported into other ports of the province of Quebec during the year 1911. 3. The duty collected on this product, if any, under the ruling of the Customs Department; the rate of duty and amount collected. 4. The value of said product as imported and entered at Montreal and the other ports. 5. The quantity in tons and the value of bituminous slack coal imported during the year 1911 into the port of Montreal and the various other ports, respectively, in the province of Quebec, and the duty collected thereon. Presented 25th January, 1912.—*Mr. Macdonald.. .. ..Not printed.*

81. Return to an Order of the House of the 15th January, 1912, showing the quantities, the different kinds as far as practicable, and prices of all boots and shoes imported into Canada during each of the fiscal years ending respectively 31st March, 1908, 1909 and 1910, together with the several countries from which the same were imported, giving the quantities, &c., from each country for each year. Presented 2nd February, 1912.—*Mr. Carvell.. .. ..Not printed.*

82. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all the correspondence between the Prime Minister of Canada, or any member of the Government, and Messieurs Fielding and Paterson, during the time the latter gentlemen were in Washington last year, on the subject of the negotiations for a Reciprocity Treaty between Canada and the United States. Presented 2nd February, 1912—*Mr. Bradbury.. .. ..Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

82*a*. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all correspondence from the 1st day of January, 1910, to the 1st October, 1911, between the Right Honourable James Bryce, British Ambassador at Washington, and the Government of Canada, or any member thereof with reference to the negotiations for Reciprocity Treaty between Canada and the United States. Presented February, 1912.—*Mr. Bradbury.*

Printed for distribution and sessional papers.

83. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of the letters patent relating to the office of Governor General of Canada, of the Commission issued to the present Governor General, and of the instructions accompanying the same. Presented 2nd February, 1912.—*Mr. Macdonald.*

Printed for sessional papers.

84. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of the treaty between Great Britain, the United States and Russia for the suspension of pelagic sealing, and all correspondence regarding the same from the initial negotiations to the present day. Presented 5th February, 1912. —*Sir Wilfrid Laurier*.. .. ..*Printed for sessional papers.*

85. Return to an Order of the House of the 22nd January, 1912, showing whether the government or the Montreal Harbour Commission purchased any cement for its different works, from the 1st January, 1905, to the 21st September, 1911; if so, from whom purchased; the price paid, and were tenders called for before purchasing. Presented 5th February, 1912.—*Mr. Boulay*.. .. ..*Not printed*

86. Copy Fifth Report of the Commission for the Demarcation of the Meridian of the 141st Degree of West Longitude.—(*Senate*).. .. ..*Printed for sessional papers.*

87. Return to an order of the House of the 22nd January, 1912, showing:—1. How many farm labourers and domestic servants have been placed by each employment agent in Eastern Canada, or whom a commission has been paid, during each of the years 1907, 1908, 1909, 1910, 1911, and up to date in the month of January, 1912. 2. The total amount of commission paid to each of such agents in each of the years mentioned, and the counties and provinces in which they are located. Presented 5th February, 1912.—*Mr. Sutherland*.. .. ..*ot printed.*

88. Return to an Order of the House of the 22nd January, 1912, showing how many homestead inspectors were employed in the province of Saskatchewan by the Department of the Interior on 1st October, 1911, and what were their names; names of any of these inspectors who have been dismissed from office; reasons for dismissal; names of persons appointed to the positions so vacanted, giving their previous occupations, respectively. Presented 8th February, 1912.—*Mr. Thompson*.. .. ..*Not printed.*

89. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers, letters, telegrams and other documents relative to prosecutions under the Fishery Act against John McCabe, David Porter, Joseph Foster and Duncan Murray, in the county of Pictou; and also, relating to a suit of Porter *vs.* Murray in the County Court of District No. 5, Nova Scotia, and the connection of the department with the same. Presented 9th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

90. Copy P.C. 19/168 certified extract from the minutes of a meeting of the Treasury Board, held on the 22nd January, 1912, approved by His Royal Highness the Governor General in Council on the 27th January, 1912.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

91. Return to an Address to His Royal Highness the Governor General on the 5th February, 1912, for a copy of all papers, letters, Orders in Council and other documents respecting the superannuation of the Honourable Judges Sir Alexandre Lacoste, J. A. Ouimet and C. J. Doherty. Presented 9th February, 1912.—*Mr. Ethier.*
Not printed.

92. Return showing certain dates returned to Senate by Messrs. A. E. Forget, &c.—(*Senate*).
Not printed.

93. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the erection of an armoury at the town of Sarnia, Ontario. Presented 13th February, 1912.—*Mr. Pardee.*
Not printed.

94. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the Government of Canada and the Government of the province of Quebec, with regard to the extension of the boundaries of the said province. Presented 13th February, 1912.—*Sir Wilfrid Laurier.*
Printed for distribution and sessional papers.

95. Return to an Order of the House of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway; and also, as to the estimated cost of all such work. Presented 13th February, 1912.—*Mr. Emmerson.*
Not printed.

95*a*. Supplementary Return to an Order of the House, of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway and also as to the estimated cost of all such work. Presented 7th March, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

95*b*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, or other documents containing applications or requests for the establishment of a car ferry service between Prince Edward Island and the mainland and of all correspondence, telegrams, reports, survey, and other documents showing the cost of the same, and of widening the gauge of the Prince Edward Island Railway; together with all other information available as to the desirability or necessity of said projects. Presented 7th March, 1912.—*Mr. Pardee*.. .. ..*Not printed.*

96. Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John. Presented 13th February, 1912.—*Mr. Pugsley*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

96*a*. Supplementary Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John, New Brunswick. Presented 14th February, 1912.—*Mr. Pugsley*... .. ..*Not printed.*

97. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, reports, correspondence and messages respecting a report made in 1904 by H. Boulay of Sayabec, against William Roy, sectionman at Amqui, Intercolonial Railway, and of all that has been subsequently done to give effect to that report. Presented 14th February, 1912.—*Mr. Boulay*.. .. ..*Not printed.*

97*a*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, papers, charges, affidavits and other documents relating to a charge against W. W. Gray, coal inspector of the Intercolonial Railway at Westville, Nova Scotia, and of all evidence, documents, reports, or other papers connected with the investigation of said charge by H. P. Duchemin. Presented 14th February, 1912.—*Mr. Macdonald.* *Not printed.*

98. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, ministerial instructions, and any other document, from the Department of Customs relating to a temporary change in the customs tariffs upon the twine used in the headings of lobster traps. Presented 15th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

99. Return to an Order of the House of the 5th February, 1912, for a copy of all papers, memorials, resolutions and letters received from boards of trade, officials or individuals during the years 1908, 1909, 1910, 1911, 1912, respecting the location of a quarantine or inspecting station on Lawlor's Island, Halifax harbour, accompanied by a chart. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all papers, correspondence and Orders in Council, relating to or in any way connected with the surveying and calling for tenders for the construction of the line of railway from Estmere to Baddeck, in the county of Victoria. Presented 16th February, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

100*a*. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all papers, correspondence, and other Orders in Council in connection with the calling for tenders for the construction of the proposed branch line of railway from Estmere to Baddeck, in the county of Victoria, or bearing upon the reason why none of all said tenders were not accepted. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, contracts, memoranda, or notice cancelling contracts, and of all other papers and documents in the possession of the Department of Railways and Canals, bearing date after 1st January, 1911, relating to the construction of certain branch lines of the Intercolonial Railway between Sunny Bræ and Guysborough and Country Harbour, and between Dartmouth and Dean Settlement, in the province of Nova Scotia. Presented 21st March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

101. Return to an Address to His Royal Highness the Governor General of the 15th January, 1912, for a copy of Orders in Council and all correspondence between the Government and the Winnipeg and Hudson's Bay Railway Company and its successor the Winnipeg Great Northern Railway, relative to the proposed route of said Railway to Hudson's Bay, with all accompanying plans and reports; also a copy of all correspondence relative to the offer of Milburn and Company, Steamship owners, of England, said to have been made to the Government through the said Railway Company to place a line of their steamships on the route between Hudson's Bay and England on the completion of said Railway, and the further offer by the said Milburn and Company to place one of their Baltic steamships at the disposal of the Government for the purpose of making a practical test of the navigability of the route for commercial purposes. Presented 16th February, 1912. —*Mr. Aikins.*

Not printed.

101*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, surveys, plans and maps made or prepared during the year 1911 or this year, in respect of or in connection with the Hudson Bay Railway or the suggested ports at Nelson or Churchill on the Hudson Bay, or relating to the navigation of the Hudson straits. Presented 4th March, 1912.—*Mr. Aikens.*

Printed for distribution and sessional papers.

102. Return to an Order of the House of the 5th February, 1912, for a copy of the inquiry made by the Railway Department respecting the accident incurred by Goffrey Bourque, of Lac au Saumon, in the yard of the Intercolonial Railway at Campbellton, in the month of November or December, 1911; also, for all papers and correspondence exchanged since on this subject. Presented 16th February, 1912.—*Mr. Boulay.*

Not printed.

103. Return to an Order of the House of the 14th February, 1912, for a copy of all correspondence, letters, telegrams, &c., between the King's Printer, the Superintendent of Printing, and the King's Printers' Representatives in Winnipeg, regarding the printing and distribution of the Voters' Lists of the province of Manitoba at the last general elections. Presented 19th February, 1912.—*Mr. Staples*.. .. ..*Not printed.*

104. Return to an Order of the House of the 17th January, 1912, for a copy of the Report of the Board of Engineers appointed for the reconstruction of the Quebec bridge, and of the plans and specifications prepared by them; of all notices calling for tenders; of all tenders received; of the report of the Board on the same, collectively or individually, to the Minister of Railways; of the report of the said minister for the acceptance of tenders, and any Orders in Council awarding contracts for the building of the said bridge. Presented 19th February, 1912.—*Sir Wilfrid Laurier.*

Printed for sessional papers.

105. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council passed during the last ten years relating to the abolition or regulation of tolls on canals. Presented 19th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

106. Return to an Order of the House of the 12th February, 1912, for a copy of all petitions, letters and memorials received by the Minister of Marine and Fisheries since the first day of October, 1911, protesting against the issuing of a fish-trap license to Captain John T. Thorburn, Sand Point, county of Shelburne, Nova Scotia. Presented 22nd February, 1912.—*Mr. Law*.. .. ..*Not printed.*

106*a*. Return to an Order of the Senate, dated 22nd March, 1912, for the production of all petitions and correspondence in relation to the removal of a fish trap at or near McNutts Island, in the harbour of Shelburne.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

107. Return to an Order of the Senate, dated 15th February, 1912, showing the names, position and pay of all persons appointed to the Intercolonial Railway service in the city of St. John, New Brunswick, from 1st September, 1907, to 1st March, 1911.—(*Senate*). *Not printed.*

108. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 22nd February, 1912, referring certain questions to the Supreme Court of Canada in respect to Bill No. 3, of the First Session of the Twelfth Parliament of Canada, intituled: "An Act to amend the Marriage Act." Presented 23ar February, 1912.—*Hon. Mr. Doherty..Printed for sesional papers.*

108*a*. Return to an Order of the House of the 19th February, 1912, for a copy of all letters, petitions, memorials or other documents received by the Prime Minister or any other member of the government, relating to the passage of a federal marriage law or legislation in regard to the so-called effect of the Ne Temere Decree. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Printed for sessional papers.*

109. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, petitions, ministerial instructions and other documents in the possession of the Department of Marine and Fisheries relating to the price from 31st March, 1911, of Dog Fish scrap. Presented 23rd February, 1912.—*Mr. Sinclair.* *Not printed.*

110. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the Territory of Keewatin. Presented 23rd February, 1912... .. ..*Not printed.*

110*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, letters, telegrams, memoranda or correspondence of any kind had between the Dominion Government and the governments of Manitoba and Saskatchewan, or with the Government of Ontario, as to the settlement of the boundaries of said respective provinces; and also, of any agreement or memo. containing any terms of settlement of the questions relating to the boundaries of said provinces or any part thereof; and also, of any documents, letters or representations made to the Federal Government by any person or persons relative to said settlement or the questions involved therein. Presented 26th February, 1912.—*Mr. Macdonald.* *Printed for sessional papers.*

110*b*. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the Government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the territory of Keewatin. Presented 26th February, 1912.—*Mr. Meighen*.. .. ..*Printed for sessional papers.*

111. Return to an Address of the Senate, dated 24th January, 1912, for copies of the contracts betweetn the Government of Canada, and the various steamship companies for the carriage of the mails between England, France and Canada, and all the correspondence relating thereto since the first of January, 1909; also, the agreements, if any, for the carriage of mails via New York. Further, any contracts, subsidy agreements, &c., for the conveyance of mail between Canada and Newfoundland, and the correspondence relating thereto since the first of January, 1909.—(*Senate*). *Printed for sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

112. Memorandum of the Chief Architect to the Deputy Minister of the Department of Public Works relative to the "Forbes Sterilizers" in use in the House of Commons and several departments. Presented 26th February, 1912.. .. ..*Not printed.*

113. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of the Saint John Valley Railway from Saint John to Grand Falls, New Brunswick. Presented 27th February, 1912.—*Mr. Michaud*.. .. ..*Not printed.*

114. Return to an Order of the House of the 14th February, 1912, for a copy of all documents, papers, correspondence, inquiries, evidences, reports, &c., relating to an accident sustained by Alphonse Madore, employed on the Intercolonial at Ste. Flavie, in 1888 or 1889, and to the settling of the claim then made by the said Alphonse Madore to the Department of Railways and Canals. Presented 27th February, 1912.—*Mr. Lapointe (Kamouraska)*... .. ..*Not printed.*

114*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all inquiries, correspondence whatsoever relating to the death of the late Absolon Lavoie, of Amqui, accidentally killed on the Intercolonial Railway at Metis, county of Rimouski, during the summer of 1911. Presented 18th March, 1912.—*Mr. Boulay*..*Not printed.*

114*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers, documents, letters, &c., connected with an inquiry made by the Intercolonial authorities on the loss of a horse killed on the Dalhousie branch, belonging to Mr. Xavier St. Laurent, of Causapscal since 1905. Presented 26th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

115. Return to an Order of the House of the 31st January, 1912, for a copy of all papers, statements, letters, telegrams, statement of claim and application, minutes of the evidence taken on any investigation held, with all reports thereon, and all other documents in any way relating to a claim of Earl Ash, for damages caused by and resulting from the destruction by fire of property owned, occupied and passessed by the claimant, alleged to have been caused by fire and sparks from a locomotive of the Intercolonial Railway of Canada, and operated by said railway. Presented 27th February, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

115*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, evidence taken under investigation by Superintendent Sharp, reports and other documents connected with a claim for damages occasioned by fire to the property of Angus J. McAulay, of Tracadie, Prince Edward Island, on the 16th day of July, 1911. Presented 1st March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

116. Return to an Order of the House of the 26th February, 1912, for a copy of all papers, documents, &c., concerning the incorporation and operations of the Fidelity Trust Company of Montreal. Presented 28th March, 1912.—*Mr. McKenzie*.....*Not printed.*

117. Return to an Order of the Senate, dated the 31st January, 1912, for copies of Acts, documents, correspondence, &c., concerning the expropriation of the properties of F. Turgeon and F. Gunn, in the city of Quebec for the purpose of a Central station.—(*Senate*).. .. ..*Not printed.*

118. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and correspondence relating to the incorporation and operations of The Provident Trust Company, of Montreal. Presented 1st March, 1912.—*Mr. Lemieux.*

Not printed.

CONTENTS OF VOLUME 24—*Continued.*

119. Return to an Address to His Royal Highness the Governor General of the 10th January, 1912, for a copy of all Orders or Minutes of Council relating to the appointment of commissioners under the treaty with the United States relating to boundary waters, and questions arising along the boundary between Canada and the United States, signed at Wshington, 11th January, 1909; together with a copy of all despatches, letters and telegrams between the Governor General, or the Government of Canada, or any member thereof, and the British ambassador at Washington, or the British Government, or any member thereof, upon that subject; and also, of all letters and telegrams between any member or department of the government and Sir George Gibbons, Mr. Aimé Geoffrion and Mr. Alexander Barnhill, or either of them, relating to their appointment as such commissioners. Presented 1st March, 1912.—*Mr. Pugsley*.. .. ..*Printed for sessional papers.*

120. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence since the first of July, 1896, to the present date, between the Government of Canada and the governments of the several provinces on the subject of assistance to provincial railways and other provincial public works. Presented 1st March, 1912.—*Sir Wilfrid Laurier*..*Printed for sessional papers.*

121. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and documents in the case of Rex *vs.* Sheldon and others. Presented 5th March, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

122. Return to an order of the House of the 26th February, 1912, for a copy of all papers, correspondence and documents in connection with the case of D. Raymond, petitioner, the Queen's Hotel Company, Limited, respondent, and Guillaume Narcisse Ducharme and others, party defendants. Presented 5th March, 1912.—*Mr. Lemieux.*
Not printed.

123. Return to an Order of the Senate dated 9th February, 1912, showing the terms of lease to the whaling company or companies for whale fishing on the coast of British Columbia, giving the extent of sea over which exclusive rights are given, rent paid, and restriction as to close season, and all other particulars relating to this subject.—(*Senate*).. .. ..*Not printed.*

123*a*. Return to an Address of the Senate dated 9th February, 1912, for a return showing the term of lease by the government to a company giving rights to exclusive fishing in the fresh water lakes of the Dominion; with all conditions as to time, rent, subletting and close season, and any other information relating to this subject.—(*Senate*).. .. ..*Not printed.*

124. Return to an Address of the Senate, dated 22nd February, 1912, for all correspondence respecting the inefficient postal delivery service at Rothesay, N.B.—(*Senate*).
Not printed.

125. Laid before the House, by command of His Royal Highness the Governor General,—Copy of agreement between His Majesty the King on behalf of the Dominion of Canada, His Majesty on behalf of the province of New Brunswick, and the Saint John and Quebec Railway Company, for the leasing under terms and conditions specified, of the line of railway when completed, of the company, between Grand Falls and Saint John, N.B. Presented 11th March, 1912... .. ..*Not printed.*

126. Return to an Order of the House of the 22nd January, 1912, or a copy of all correspondence and papers referring to the granting of special aid to the tobacco growers of La Société Co-opérative de la Vallée de Yamaska. Presented 13th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the proposed winter harbour at Sarnia, Ontario. Presented 13th March, 1912.—*Mr. Pardee*.. .. .. ..*Not printed.*

127*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario; together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 29th March, 1912.—*Mr. Charlton.*

Not printed.

127*b*. Supplementary Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario, together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 1st April, 1912.—*Mr. Charlton*.. .. ..*Not printed.*

128. Certified extract from the Minutes of a meeting of the Treasury Board held on the 4th March, 1912, approved by His Royal Highness the Governor General in Council on the 9th March, 1912, respecting the term of service and pay of the constables of the Royal Northwest Mounted Police. Presented 13th March, 1912... .. .. ..*Not printed.*

129. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers, relating to the building of a breakwater at Port Richmond, Nova Scotia. Presented 14th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

129*a*. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of a breakwater at Charles Forests Cove, Richmond county, Nova Scotia. Presented 18th March, 1912.—*Mr. Kyte.*

Not printed.

130. Return to and Order of the House of the 4th March, 1912, for a copy of all correspondence between the Intercolonial authorities, the Minister of Railways and the Department of Justice, and all other persons, relating to a claim of the Metapedia Waterworks Company against the Intercolonial, including therein all plans, designs, inquiries, evidences and other reports concerning this matter; also a copy of all plans, designs, notices and correspondence between the Intercolonial authorities and M. P. Laberge, the Dominion Lumber Company and John Fenderson & Co., relating to the placing of an aqueduct pipe on the land No. 170 of the cadastre of St. Pierre du Lac. Presentd 15th March, 1912.—*Mr. Boulay*.. .. ..*Not printd.*

131. Statement of the affairs of the British Loan and Investment Company, as on the 31st December, 1911. Presented 18th March, 1912.. .. ..*Not printed.*

132. Return to an Order of the House of the 6th March, 1912, for a copy of all letters, complaints, charges, and other papers and documents in the possession of the Post Office Department relating to Tracadie Road Post Office, Guysborough, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

133. Return to an Order of the House of the 6th March, 1912, for a copy of the news sent up to date to Magdalen Island by the weekly correspondent appointed by the Postmaster General; also for a copy of the instructions given said correspondent at the time of his appointment. Presented 19th March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

134. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, reports and documents relating to the notice of cancellation of mail contract between Scott Junction and the station in the county of Beauce. Presented 19th March, 1912.—*Mr. Béland*.. .. ..*Not printed.*

134*a*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, correspondence, reports and other documents in relation to the mail contract between River John Railway station and the post office, and between River John and Hodson, respectively, since 1st October, 1911, and as to the cancellation of the contract for said service with Logan and the making of a contract for the same with one Gannon. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*b*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, reports and other documents in relation to the mail contract service between Stellarton station and the post office since 1st October, 1911, and as to the cancellation of the contract for said service with the present contractor. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*c*. Return to an Order of the House of the 5th February, 1912, for a return showing all the contracts for the conveyance of His Majesty's mails, in which notice of cancellation has been given under the terms of the said contract, between 10th October, 1911, and 1st February, 1912, and also the name and address of each contractor and the amount of each contract. Presented 27th March, 1912.—*Mr. Lemieux.* *Not printed.*

135. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of the Parcel Post Convention between Canada and France, and all papers connected therewith. Presented 19th March, 1912.—*Mr. Lemieux.* *Not printed.*

136. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, telegrams, reports, recommendations applications and other documents, relating to the appointment of a post office inspector at Moosejaw, Saskatchewan. Presented 19th March, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

137. Return to an Address to His Royal Highness the Governor General, on the 4th March. 1912, for a copy of all letters, telegrams and petitions, sent to the Government, or any of His Majesty's ministers, praying for the establishment of a separate school system in the Keewatin Territory. Presented 20th March, 1912.—*Mr. Lemieux*...*Not printed.*

138. Return to an Address to His Royal Highness the Governor General of the 28th February, 1912, for a copy of all papers, recommendations to Council, Orders in Council, or any other papers in connection with or having reference to the promotion of Mr. Binks to be Superintendent of the Dead Letter Office. Presented 28th March, 1912.—*Mr. Henderson*.. .. ..*Not printed.*

139. Return dated 12th March, 1912, for a copy of all correspondence between the Anglo-Canadian Chemical Company, and the Department of the Inland Revenue from 1st of January, 1911, to date.—(*Senate*)... .. .. *Not printed.*

140. Return to an Order of the House of the 26th February, 1912, for a copy of all papers on file with the Government and of all letters, telegrams and correspondence between the Labour Department and the Board of Conciliation in relation to the strike now and for some time past existing on the Grand Trunk Pacific Railway west of Winnipeg. Presented 21st March, 1912.—*Mr. MacNutt*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

141. Return to an Order of the House of the 5th February, 1912, for a copy of all rulings or decisions made by the Minister of Customs, or the Tariff Board of the Department of Customs, since the 10th of October last, in reference to the duty payable in respect to Jute cloth, traction engines and partially dressed lumber, respectively; and likewise in reference to any other articles imported into Canada concerning which there has been any change in the rate of duty exacted at any time since the said date, as compared to the rate of duty exacted on such articles respectively immediately prior to said date. Presented 21st March, 1912.—*Mr. Turriff*.. .. ..*Not printed.*

142. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions or other papers relating to any change or proposed change of postmasters at Powassan between 1st January, 1906, and 1st January, 1912. Presented 22nd March, 1912.—*Mr. Arthurs*.. .. ..*Not printed.*

143. Return to an Order of the House of the 13th March, 1912, for a return showing the rural mail routes established by the present Government; the number of requests received by the Post Office Department for the establishment of rural mail routes; the number of applications granted; the number not granted, and the reasons therefor. Presented 22nd March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

144. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council, petitions and memorials, passed or received by the Government of Canada, respectively, since 1se July, 1908, relating to foreign shippings engaged in the coastwise trade in Canada; and also a copy of all correspondence between the Government or any departments thereof and any person, company or corporation relating to the same. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

145. Return to an Order of the 26th February, 1912, for a return showing the various loans made by the Government of Canada since the year 1900; the periods for which they were made; where contracted; rate of interest; commissions paid and to whom; net proceeds per cent of each loan; will future loans be asked for by public tender, if so where? Presented 25th March, 1912.—*Mr. Lapointe (Montreal)*.. .. .. ..*Not printed.*

146. Return to an Order of the House of the 19th February, 1912, for a return showing the number and capacity of cold storage establishments in each of the principal cities of Canada; the kind and quantity, approximate value of food stuff and produce contained in each of these establishments, during the months of November and December, 1911, and January, 1912. Presented 25th March, 1912.—*Mr. Verville.*

Not printed.

147. Return to an Order of the House of the 17th January, 1912, for a copy of the Judgment of the Judicial Committee of the Privy Council in the case of the King *vs.* The Burrard Power Company, and of all Orders in Council for the transmission to the government of the province of British Columbia of the administration of all water rights in the Railway Belt; together with a copy of all correspondence between the Government of British Columbia and the Government of Canada with regard to the same. Presented 25th March, 1912.—*Sir W. Laurier*.. .. ..*Not printed.*

148. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and memoranda from the government of British Columbia, and all other papers relating to negotiations affecting the exportation of salmon, the boat rating in canneries, the system of issuing licenses and the restriction of licenses to Asiatics in the province of British Columbia, and all Orders in Council made in regard to any of these matters since 1st October, 1911. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Concluded.*

149. Return to an Order of the House of the 19th February, 1912, for a return showing the date of the appointment of Mr. H. P. Duchemin to investigate complaints against government officials in Nova Scotia; the remuneration he is to receive for his services, the daily allowance specified for his travelling and living expenses, full detail of his remuneration and expenses, the amount paid him so far; any account or statement presented which has not been paid, the gross amounts for which accounts have been paid. The names of any other parties conducting investigations in Nova Scotia, their remuneration, the number of the commissioners appointed in all the provinces by the present government or any department, to investigate charges of political partisanship on the part of officials, their names and addresses, and the dates of appointment and remuneration, including allowance for expenses. Presented 27th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

150. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, petitions, requests, memoranda, ministerial or departmental instructions in the possession of the Government or any department thereof, relating to the alleged change of name of Blind River Post Office, in the province of Ontario. Presented 25th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

151. Report from the Department of Labour on Wholesale Prices in Canada, 1911. Presented 28th March, 1912.—*Hon. Mr. Crothers*.. .. ..*Not printed.*

152. Résumé of General Elections, 1911. Presented 30th March, 1912.. .. ..*Not printed.*

153. Return to an Order of the House of the 12th February, 1912, for a return showing the amount paid since 15th October, 1911, for making and repairing mail bags, and for the metal parts thereof including locks; the names and addresses of the companies, firms and individuals to whom payment has been made, and the amount in each case. Presented 29th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

154. Return to an Order of the House of the 17th January, 1912, for a copy of all documents relating to the purchase and repair of the post office at Berthier-en-haut. Presented 1st April, 1912.—*Mr. Barette*.. .. ..*Not printed.*

155. Names of Commissioners appointed under 'Inquiries Act."—(*Senate*)...*Not printed.*

SIXTH REPORT

FOR THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMALEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY.
1912

[No. 20c—1912.]

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Hon. J. P. Mabee, Chief Commissioner.

D'Arcy Scott, Assistant Chief Commissioner.

Hon. M. E. Bernier, Deputy Chief Commissioner.

Jas. Mills, Commissioner.

S. J. McLean, Commissioner.

A. D. Cartwright;
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To His Excellency the Governor in Council:

Pursuant to the provisions of Section 62 of the Railway Act, the Board of Railway Commissioners for Canada has the honour to submit its Sixth Report, being for the year ending 31st March, 1911.

Since the submission of the Board's last Report, the Railway Act has been amended in certain important particulars under and by virtue of Chapter 50, 9-10 Edward VII, entitled an Act to amend the Railway Act, assented to the 4th May, 1910, and also by Chapter 57, 9-10 Edward VII, entitled an Act to control the rates and facilities of Ocean Cable Companies, and to amend the Railway Act with respect to telegraphs and telephones, and the jurisdiction of the Board of Railway Commissioners, assented to the 4th May, 1910. The following are the amendments above referred to.

9-10 EDWARD VII.

CHAP. 50.

An Act to amend the Railway Act.

(Assented to 4th May, 1910.)

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection 3 of section 56 of The Railway Act, chapter 37 of the Revised Statues, 1906, is repealed and the following subsections are substituted therefor:—

"3. An appeal shall also lie from the Board to such Court upon any question which in the opinion of the Board is a question of law, upon leave therefor having been first obtained from the Board within one month after the making of the order or decision sought to be appealed from, or within such further time as the Board under special circumstances shall allow, and after notice to the opposite party stating the grounds of appeal; and the granting of such leave shall be in the discretion of the Board.

"3*a*. No appeal, after leave therefor has been obtained under subsection 2 or 3 of this section, shall lie unless it is entered in the said Court within thirty days from the making of the order granting leave to appeal."

2. The said Act is amended by inserting the following section immediately after section 59:—

"59*a*. Whenever this Act requires or directs that before the doing of any work by the company the approval of the Board must be first obtained, and whenever any such work has been done before the thirty-first day of December, one thousand nine hundred and nine, without such approval, the Board shall nevertheless have power to approve of the same and to impose any terms and conditions upon such company that may be thought proper in the premises."

3. Section 121 of the said Act is amended by adding thereto the following subsection:—

"2. The directors may also, from time to time, make by-laws or pass resolutions for the election or appointment of officers of the company, who need not be directors, as vice-president of the Company, and may by any such by-law or resolution specify the manner of such election or appointment and define the powers, duties, qualifications and term of office of such vice-presidents, each of whom shall have and may exercise, subject to the limitations set forth in any such by-law or resolution, all the powers of a vice-president elected by the directors pursuant to the provisions of section 116 of this Act."

4. Section 246 of the said Act is amended by adding thereto the following subsection:—

"5. An order of the Board shall not be required in the cases in which telephone, telegraph or electric light wires are erected across the railway with the consent of the company in accordance with any general regulations, plans or specifications adopted or approved by the Board for such purposes."

5. Section 254 of the said Act is amended by adding at the end of subsection 3 thereof the word "lands."

6. Subsection 7 of section 261 of the said Act is amended by striking out the word "freight" in the third line thereof.

7. Section 276 of the said Act is amended by adding thereto the following subsection:—

"2. The Board, upon the application of any company or person, shall have power to order that this section shall not apply to any particular trains or classes of trains, or to trains running on any specified portions of the railway of the company: Provided that no such order shall be made with respect to trains engaged in shunting or switching, or in yard or terminal movements."

8. Subsection 4 of section 294 of the said Act is repealed and the following is substituted therefor:—

"4. When any horses, sheep, swine, or other cattle at large whether upon the highway or not, get upon the property of the company, and by reason thereof damage is caused to or by such animal, the party suffering such damage shall, except in the cases otherwise provided for by the next following section, be entitled to recover the amount of such damage against the company in any action in any court of competent jurisdiction, unless the company establishes that such animal got at large through the negligence or wilful act or omission of the owner or his agent, or of the custodian of such animal or his agent: Provided, however, that nothing herein shall be taken or construed as relieving any person from penalties imposed by section 407 of this Act.

9. Section 295 of the said Act is amended by striking out the first five lines thereof and substituting therefor the following:—

"295. No person who suffers damage proveable under subsection 4 of section 294 of this Act, or by reason of the company failing to comply with section 254 of this Act, shall have any right of action against such company for such damage if it was caused by reason of any person."

10. Subsection 1 of section 298 of The Railway Act, and section 9 of chapter 32 of the statutes of 1909, are repealed, and the following is enacted as section 298 of The Railway Act:—

"298. Whenever damage is caused to any property by a fire started by any railway locomotive, the company making use of such locomotive, whether guilty of negligence or not; shall be liable for such damage, and may be sued for the recovery of the amount of such damage in any court of competent jurisdiction: Provided that if it be shown that the company has used modern and efficient appliances, and has not otherwise been guilty of any negligence, the total amount of compensation recoverable from the company under this section in respect of any one or more claims for damage from a fire or fires started by the same locomotive and upon the same occasion, shall not exceed five thousand dollars; provided also that if there is any insurance existing on the property destroyed or damaged the total amount of damages sustained by any claimant in respect of the destruction or damage of such property shall for the purposes of this subsection, be reduced by the amount accepted or recovered by or for the benefit of such claimant in respect of such insurance. No action shall lie against the company by reason of anything in any policy of insurance or by reason of payment of any moneys thereunder. The limitation of one year prescribed by section 306 of this Act shall run from the date of final judgment in any action brought by the assured to recover such insurance money, or, in the case of settlement, from the date of the receipt of such moneys by the assured, as the case may be."

2. This section shall not affect pending litigation.

11. Paragraph (*c*) of section 341 of The Railway Act is repealed and the following is substituted therefor:—

"(*c*) railways from giving free carriage or reduced rates to their own officers and employees, or their families, or to former employees of any railway, or for their goods and effects, or to members of the provincial legislatures or of the press, or to members of the Interstate Commerce Commission of the United States and the officers and staff of such commission, and for their baggage and equipment, or to such other persons as the Board may approve or permit; or"

12. Subsection 2 of section 427 of the said Act is amended by adding thereto the following: "and such damages shall not be subject to any special limitation, except as expressly provided for by this or any other Act."

13. Subsection 8 of section 4 of chapter 61 of the statutes of 1908 is repealed and the following is substituted therefor:—

"8. All contracts, agreements and arrangements between the company and any other company, or any province, municipality or corporation having authority to construct or operate a telephone or telegraph system or line, whether such authority is derived from the Parliament of Canada or otherwise, for the regulation and interchange of telephone or telegraph messages or service passing to and from their respective telephone or telegraph systems and lines, or for the division or apportionment of telephone or telegraph tolls, or generally in relation to the management working or operation of their respective telephone or telegraph systems or lines, or any of them, or any part thereof, or of any other systems or lines operated in connection with them or either of them, shall be subject to the approval of the Board, and shall be submitted to and approved by the Board before such contract, agreement, or arrangement shall have any force or effect."

14. Section 238*a* of The Railway Act, as enacted by section 6 of chapter 32 of the statutes of 1909, is amended by striking out the words "passing of this Act," in the second line thereof, and substituting therefor the words "nineteenth day of May, one thousand nine hundred and nine."

15. Subsection 4 of section 275 of The Railway Act, as enacted by section 13 of chapter 32 of the statutes of 1909, is amended by adding after the word "hundred" in the fourth line thereof the words "and five."

CHAP. 57.

9-10 EDWARD VII.

An Act to control the rates and facilities of Ocean Cable Companies, and to amend the Railway Act with respect to Telegraphs and Telephones and the jurisdiction of the Board of Railway Commissioners.

(Assented to 4th May, 1910.)

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Paragraph (*d*) of section 1 of chapter 61 of the statutes of 1908 is repealed and the following is substituted therefor:—

"(*d*) 'telegraph' includes wireless telegraph and marine electric telegraph or cable."

2. Paragraph (*c*) of the said section is amended by adding at the end thereof the words "or by any marine electric telegraph or cable system whereby messages are transmitted from, to or through Canada.

3. Subsection 8 of section 4 of said Act is amended by inserting the words "or telegraph" after the word "telephone" wherever it occurs in the said section.

4. Paragraph (*d*) of subsection 2 of section 5 of the said Act is amended by adding at the end thereof the words "and shall include messages transmitted from Canada to any other country by means of any marine electric telegraph or cable line; or, to Canada from any other country by the like or similar means; or, through, or into, or from any part of Canada by means of any marine electric telegraph or cable lines acting in conjunction with land lines or by land lines acting in conjunction with marine electric telegraph or cable lines, by means of a through route or otherwise."

5. Every company to which this Act applies shall have four months after the Act comes into force within which to file and obtain approval of its tariffs and tolls; but the Board may, upon application and upon good and sufficient ground being shown, extend such time to a period not exceeding one year, including the said four months.

6. This Act shall come into force upon similar provision being made by the proper authority in the United Kingdom, and upon proclamation of the Governor in Council.

PUBLIC SITTINGS.

The following public sittings were held between April 1st, 1910, and March 31st, 1911.

Province of Ontario—

Ottawa:—April 5th, 6th, 7th and 19th. May 3rd, 17th. June 7th, 8th, 21st, 22nd, 26th. July 5th, 6th, 26th. August 16th. September 2nd, 13th, 14th. October 4th, 18th. November 3rd, 10th, 15th. December 6th, 7th, 20th. January (1911): 3rd, 4th, 17th. February (1911): 7th, 8th, 21st, 22nd. March 7th, 13th, 21st, 28th.

Toronto:—May 19th, 20th, 21st. June 27th, 28th, 29th, 30th. October 13th, 14th and 15th. December 12th, 13th, 14th, 15th and 16th. February (1911): 24th, 25th, 27th, 28th. March (1911): 1st, 2nd.

Port Hope:—April 21st.
Port Arthur:—August 27th. October 10th.
Hamilton:—October 12th.
Belleville:—November 29th.
Cobourg:—March 24th, 1911.

Province of Quebec—

Montreal:—April 28th, 29th. June 25th. December 1st, 2nd and 3rd. January (1911): 23rd, 24th, 25th, 26th, 27th.
Three Rivers:—June 23rd.
Quebec:—June 24th.

Province of Manitoba—

Winnipeg:—April 12th. September 22nd, 23rd.
Brandon:—September 26th.

Province of Saskatchewan—

Regina:—September 21st.

Province of Alberta—

Lethbridge:—September 15th.
Calgary:—September 16th.
Edmonton:—September 19th.

Province of British Columbia—

Victoria:—September 1st.
Vancouver:—September 5th and 6th.
Nelson:—September 12th.

The total number of public sittings was 88 at which 565 applications were heard, a list of which, together with the disposition of the same, will be found under Appendix "B." It is not possible, within reasonable limits, to cover in this report the work of the year; but, for general information and reference, a few of the more important matters are referred to.

RAILWAY GRADE-CROSSING FUND.

In accordance with the provisions of Section 7, of 8-9 Edward V., Chapter 32, entitled an Act to Amend the Railway Act, provision was made that the sum of $200,000 each year, for five consecutive years from the 1st day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protection, safety, and convenience for the public in respect of highway crossings of the railway at rail level, in existence on the said first day of April, the said sums to be placed to credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board subject to certain limitations set out in the amending Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st of April, 1909, and the 31st March, 1911, ninety-six Orders, providing protection as follows:—

By Electric Bells	71
" Gates	23
" Subways	19
" Overhead Bridges	8
" Diversion of Highways	7
" Closing of Streets	1
Total number of crossings protected:	129

APPLICATION OF THE CANADIAN LUMBERMEN'S ASSOCIATION.

Application was made to the Board by the Canadian Lumbermen's Association on the 29th December, 1908, acting on behalf of the Limit holders, Lumber Manufacturers, and Shippers of Canada, for an Order under Sections 315 and 323 of the Railway Act, disallowing the lumber tariffs of the Canadian Pacific Railway, the Grand Trunk Railway System, and the Canadian Northern Quebec and the Canadian Northern Ontario Railways, and requiring the Companies to reinstate rates in effect during the Summer season of 1907, and in doing so to remove any existing errors or inconsistencies in tariffs existing prior to May 1st, 1908, also discriminations, not by increasing the rates between points where two or more rates existed for the same mileage, but by reducing the higher rate or rates to the lowest. Further, it was requested that, in the restoration of these rates and lining up of the tariffs, any rate effective to a destination in Canada, short of a destination in United States Territory, be not higher than the rate governing to such United States destination. Also that refunds of the overcharges, with interest from dates of shipment, be made by the Railway Companies on all lumber, &c., charges on which have been assessed under the tariffs effective May 1st, 1908, or subsequent thereto.

The application came before the Board for consideration at a meeting held in Ottawa on the 6th of April, 1909, when it stood adjourned to May 18th, 1909. After some discussion, a further hearing was fixed for the 21st Sept., 1909; and at the conclusion of the hearing, a Judgment was delivered by the Chief Commissioner and the matter referred to the Chief Traffic Officer of the Board, to report whether a "tariff could be built up that would be fair between customers and free from the "blemishes that the Companies had endeavored to get rid of, and at the same time "preserve the revenues to the carriers without unreasonably increasing their earn-"ings;" with the qualification that "if there should arise the alternative as between "cutting to any extent at all into the revenues of the Companies, or, on the other "hand, increasing that revenue, as between the two Companies, up to $4,000 or "$5,000, the Board would sanction the increase rather than permit the cut,—the "Case being based, not upon the old tolls being excessive, but entirely upon their "being unfair, apart from some few features which in the first instance gave rise "to the difficulty."

The Chief Traffic Officer having reported to the Board, the following memorandum of the Chief Commissioner bearing date the 20th January, 1910, was sent to the parties interested:

THE CANADIAN LUMBERMEN'S ASSOCIATION

vs.

THE CANADIAN PACIFIC RAILWAY COMPANY, THE GRAND TRUNK RAILWAY COMPANY, THE CANADIAN NORTHERN QUEBEC RAILWAY COMPANY, AND THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

At the conclusion of the hearing of this matter, on the 21st of September, 1909, the case was referred to the Chief Traffic Officer of the Board for the purpose of considering whether, in his opinion, a lumber tariff could be built up that would not unreasonably increase the receipts of the railway companies upon their lumber traffic; that would be fair between the railway companies and the shippers; and that would be free from the inconsistencies and blemishes that it was said appeared in the lumber tariffs, and in the revision of which the representatives of the railway companies stated the traffic officers had enedavored to eliminate.

Since the date of the hearing, Mr. Hardwell has spent a great deal of time in investigating the whole situation, and has intimated to the Board that, in his opinion,

such a tariff, as above indicated, can probably be framed; and he has tentatively formulated the basis for such a lumber tariff.

There necessarily are a large number of features connected with the situation that can be dealt with in informal discussion between the traffic officers of the railway companies, the traffic representative of the complainant Association, and Mr. Hardwell; and, with the view of working out the propositions that Mr. Hardwell has to make, the Board directs that an informal meeting take place between the foregoing at Mr. Hardwell's office at a date to be arranged with him within the next month.

The export rate feature of the inquiry was not disposed of; and the railway companies were given permission, at the close of the hearing, to adduce additional evidence of facts regarding the position they took with reference to the withdrawal of the export rates; and immediately after the interview above indicated has taken place, the Board will hear anything further that the railway companies or the complainants may desire to submit covering the feature of this case regarding the export rate.

January 20th, 1910.

In conformity with the above memorandum, an informal meeting was held by the Chief Traffic Officer; but it was not productive of any helpful suggestions, the Lumbermen's Association desiring the old tariff and the Railway representatives being unwilling to accept the Chief Traffic Officer's proposed scales; so the matter was again taken up at sittings of the Board held by the Assistant Chief Commissioner and Commissioner Mills, on the 19th April, 1910; and on the 9th of May, judgment was delivered by the Assistant Chief Commissioner and concurred in by Commissioner Mills,—

For said judgment, refer to Appendix "C."

Subsequently, the following Order was issued under date of the 19th April, 1910.

Order No. 10528.

UPON consideration of the proceedings previously taken in this matter, the evidence submitted at the hearing, and the argument of Counsel for the Applicants and the Railway Companies.

IT IS ORDERED that the application be, and it is hereby dismissed, in so far as it affects the rates in the said tariffs on lumber for domestic use.

AND IT IS FURTHER ORDERED that the Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Canadian Northern Quebec Railway Company publish and file tariffs to be made effective not later than the fifteenth day of June, A.D. 1910, showing rates on lumber to Montreal for export, which in general shall be lower than the rates on lumber to Montreal, which appear in the above mentioned tariffs.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Comm'r.,
Board of Railway Commissioners for Canada.

A further complaint was received by the Board from the Canadian Lumbermen's Association in regard to the export rates on lumber and other forest products to Montreal. The matter came before the Board for consideration at a hearing held in Ottawa on the 20th September, 1909, before the Assistant Chief Commissioner and Commissioner Mills, when judgment was delivered by the Assistant Chief Commissioner and concurred in by Commissioner Mills.—For said judgment, refer to Appendix "C."

Pursuant to the said Judgment, the following Order was issued dated the 20th September, 1910.

Order No. 12301.

UPON hearing the application in the presence of representatives of the Canadian Lumbermen's Association, the Grand Trunk Railway Company, and the Canadian Pacific Railway Company, and Counsel for the said Lumbermen's Association, the Canadian Northern Quebec Railway Company, the Grand Trunk Railway Company, and the Canadian Pacific Railway Company; the evidence offered; what was alleged; and the reading of what has been filed in support of the application and on behalf of the said Railway Companies—

IT IS ORDERED that the Canadian Pacific, the Grand Trunk, and the Canadian Northern Quebec Railway Companies publish and file tariffs, to be made effective not later than the first day of January, 1911, reducing the export rates to Montreal on lumber from points in the Province of Quebec, north and east of the City of Montreal, so that the same difference shall exist between the present domestic rates on lumber to Montreal and the said rates for export, as existed between the old domestic rates and the old rates for export.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

SLEEPING AND PARLOR CAR TARIFFS.

The consideration of Sleeping and Parlor Car tariffs generally of the railway companies subject to the jurisdiction of the Board, came before it for consideration at a meeting held in Ottawa on the 18th of January, 1910, when judgment was reserved, pending the submission by the companies who were represented at the hearing of the Board, of a suggested uniform scale of Sleeping and Parlor Car Tolls.

A further consideration of the matter was had at sittings of the Board held in Toronto on the 19th of May, 1910, when, after hearing what was alleged by Counsel for the Grand Trunk Railway Company, the Board ordered that the Pullman Company be added as a party to the proceedings.

A further hearing was had in the matter at sittings of the Board held in Toronto on the 28th of June, 1910, when Judgment was reserved, pending the disposition of the question of Pullman Car tolls by the Interstate Commerce Commission of the United States.

In the case of Loftus vs. the Pullman Company, the Interstate Commerce Commission having granted a rehearing of the case, and it appearing to the Board that new facts might be developted upon the further inquiry, the Board decided that the present application should stand until the conclusion of the case before the Interstate Commerce Commission. After the disposal of the case of Loftus vs. the Pullman Company in February, 1911, the Board approved the following basis of tolls for accommodation in the sleeping and parlor cars of railway companies subject to its jurisdiction, viz.: East of and including Calgary, Macleod, and Wolf Creek, (G.T.P.) Alta.—Lower berths, 6 mills per mile.

Upper berths, 80 per cent of lower berth toll.
Seat in parlior and sleeping cars, one-half cent per mile.

West of and including Calgary, Macleod, and Wolf Creek, Alta.—
Lower berths, 8 mills per mile.
Upper berths, 80 per cent of lower berth toll.
Seat in parlor or sleeping cars, two-thirds of cent per mile.

Minimum tolls—

Lower berth, $1.50; upper berth, $1.25.
Parlor or sleeping car seat, 25 cents.

PROVIDED, that the approval of the said tolls west of Calgary, Macleod, and Wolf Creek, inclusive, shall not in any way prejudice the rights of those cited in the application of the Vancouver Board of Trade charging that railway rates generally in the west are discriminatory against Vancouver.

NOTE—The figures given above represent the maximum tolls. At the hearing the companies undertook not to increase the actual tolls then being charged between the more important points, and to make no material increases anywhere east of Calgary, Macleod, and Edmonton.

APPLICATION OF THE VANCOUVER BOARD OF TRADE EASTBOUND VERSUS WESTBOUND RATES.

This was an application of the Vancouver Board of Trade relating broadly to Transcontinental rates; and, so far as freight traffic is concerned, it was not confined to the rates on interior British Columbia traffic west of the Rocky Mountains, but asked that the Eastbound rates from the Pacific Coast should meet the Westbound rates from the Eastern Seaboard at a point midway between the two coasts. This carried the application east of the Mountains, and practically made it a revival of the Vancouver Eastbound vs. the Vancouver Westbound Case, dealt with by the Board in 1907, except that the Westbound base point is moved from Winnipeg to Fort William, where the competition with the water rate ceases.

On the 18th of May, 1910, a memorandum of the Chief Commissioner was forwarded to the Secretary of the Vancouver Board of Trade, and the Canadian Pacific Railway Company.—For said memorandum, refer to Appendix "C."

The application was set down for hearing at sittings of the Board in Vancouver on the 5th of September, 1910; and, by consent of the Applicant's Solicitors and the Canadian Pacific Ry. Co., the hearing was adjourned until a sitting of the Board to be held in Montreal in January, 1911.

A sitting was fixed for the 23rd of January, 1911, in Montreal, and the following circular letter sent to all parties interested:

"Dear Sir,—

File 13857—Re Western Mileage Grain Rates.

I am directed to inform you that the Canadian Pacific, Canadian Northern and "Grand Trunk Pacific Railway Companies have been notified that at a hearing to be "held in the Court House, Montreal, P.Q., on January 23rd, 1911, of an application of "the Vancouver Board of Trade for an Order directing the C.P.R. Co., amongst other "things, to cease from charging discriminating rates on Alberta grain to the Pacific "Coast, as compared with the grain rates to Port Arthur and Fort William the "Companies will be required to speak to the reasonableness of the mileage tariff rates "on grain and grain products now being charged for local shipments within the "territory between Lake Superior and the Mountains."

Yours truly,

(Sgd.) A. D. CARTWRIGHT,

Sec'y. B.R.C.

After a lengthy discussion at the sitting held in Montreal, the matter was adjourned sine die, Counsel for the Vancouver Board of Trade to notify the Board when he would be ready to proceed with the application.

PROTECTION TO TRAINMEN.

The Board having had its attention called by its Operating Department to an accident whereby a brakeman was instantly killed by being struck by the roof of a snow shed while on the top of a Northern Pacific Furniture car, and while engaged in putting up retainers, upon the recommendation of its Chief Operating Officer that tell-tales be located close to snow sheds as an additional protection to trainmen, issued the following order on the 19th July, 1910:

Order No. 11267.

UPON an investigation by an Inspector of the Board into the cause or causes of the said accident; and upon a report and recommendation of the Chief Operating Officer of the Board—

IT IS ORDERED AS FOLLOWS:

1. Wherever a line of steam railway, or any branch or portion of such a railway, operated by a Railway Company subject to the legislative authority of the Parliament of Canada, passes through or under any tunnel, snow-shed, bridge, or other structure in which the perpendicular height between the base of rail and the lowest portion of such tunnel, snow-shed, bridge, or other structure, is less than twenty-two feet six inches, as reguired by the provisions of the Railway Act, the said Railway Company shall, prior to the 1st day of January, 1911, erect a suitable tell-tale at each side of and not less than one hundred feet distant from, every such tunnel, snow-shed, bridge, or other structure.

2. The Order of the Board No. 10591, issued in this matter and dated the 9th day of May, 1910, is hereby rescinded.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

COMMUTATION RATES.

Application was made to the Board by the carporation of the Town of Brampton for an Order under Section 318 of the Railway Act, directing the Grand Trunk Railway Company to provide for persons travelling daily between Brampton and Toronto, Ontario, rates similar to those granted to persons similarly travelling between other suburban points and Toronto; and for an Order under Section 323, disallowing the rate at present charged by the Grand Trunk Railway to persons so travelling daily between Brampton and Toronto; and for an Order under Section 341 directing the issuing of commutation tickets upon the G.T.R. between Brampton and Toronto; and for an Order directing the G.T.R. to cease discriminating between Brampton and other localities in the matter of commutation rates, contrary to the provisions of Section 315 of the Railway Act. The matter came before the Board for consideration at a meeting held in Toronto on the 25th of May, 1910, in conjunction with a similar application of the City of Toronto, to compel the Grand Trunk Railway and Canadian Pacific Railway Companies to provide commutation rates to and from the said City and the suburban municipalities within a certain radius, and for an Order to compel the Railways to cease discriminating unjustly between the City of Toronto and other Cities of the same or greater size with reference to tolls between the City and suburbs, and to cease unjustly discriminating between the Towns of Oakville and Streetsville, and the Towns of Brampton, Whitby, or Oshawa, or other municipalities similarly situated.

After the hearing of all parties, Judgment of the Board was delivered by the Chief Commissioner dismissing the application.—For said judgment, refer to Appendix "C."

Reports of Accidents at Highway Crossings.

This matter having come before the Board in connection with the report of its Chief Operating Officer, suggesting that a circular be issued to all railway companies subject to the Board's jurisdiction requesting that when reporting accidents at highway crossings certain information be given, the Board, after due consideration, directed the issuance of the following circular to all railway companies subject to its jurisdiction.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, March 7, 1911.

Circular No. 60—

In the Matter of Reports of Accidents at Highway Crossings, Section 292 of the Railway Act.

I am directed to inform you that the Board of Railway Commissioners for Canada desires that, after the 1st day of April, 1911, railway companies furnish, when reporting accidents at Highway Crossings, the following additional information, viz., the time and date at which orders or instructions were given by the company forbidding the company's trains or cars to exceed the speed of ten miles an hour when passing over the crossing in question, in accordance with the requirements of Section 13, Chapter 32, 8-9 Edward VII. and amendments thereto.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

The information asked for in the above circular will be of great assistance to the Board's Inspectors in determining whether the provisions of section 292 of the Act are complied with by the railway companies.

FORMS OF CONTRACT IN USE BY RAILWAY COMPANIES IN FREIGHT AND PASSENGER SERVICES.

In connection with the above, it will be noted that under date of the 17th October, 1904, the Board made an Order (No. 195) temporarily approving of and permitting the continued use of the forms of contract in use by the Railway Companies named therein, until the Board should otherwise prescribe and order. This order has remained in effect since that date; and the Board having had its attention called to an unreasonable form of contract, one of the forms approved under the said order, after due consideration, issued Circular No. 61, which was sent to all railway companies subject to the Board's jurisdiction. The following is the circular referred to:

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, February 24th, 1911.

Circular No. 61—

File 16749. Re Forms of Contract in use by Railway Companies in Freight and Passenger Services.

I am directed to ask that your Company file with the Board at once copies of all forms of contract used in your freight and passenger services

I am also directed to ask that in filing these forms you number them and attach thereto a list of the forms (freight and passenger separately) referring to them by these numbers, with the name or description of each.

The Board notes that, in the aggregate, a large number of these forms were filed for approval in 1904-05, and are on file in the Traffic Department of the Board; but, as some of these may have gone out of use, while others may have been changed, it is desired to obtain complete new files.

By Order of the Board,
A. D. CARTWRIGHT,
Secretary.

Upon compliance with the above circular, the matter will be taken up by the Board for further consideration.

LEVEL CROSSINGS.

The subject of the protection of level crossings is one that has received a good deal of attention at the hands of the Board and its Operating Department; and the Board, at the suggestion of its Chief Operating Officer, issued, under date of the 31st August, 1910, the following circular, which was sent to all railway companies subject to the Board's jurisdiction.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, August 31st, 1910.

Circular No. 52—

Level Crossings of one Line of Railway by Another Line of Railway.

DEAR SIR,—I am directed to ask that you prepare and furnish within sixty (60) days a statement showing separately for each division, or each district on your railway, the number of level crossings on your lines, either over the tracks of your own line or the tracks of other companies' lines, electric or steam. The statement should also show what form of protection is now provided at the crossings,—Whether the interlocker is full, or half, and if derails are inserted in only one, or in both, of the lines forming the crossing.

Yours truly,
A. D. CARTWRIGHT,
Secretary B.R.C.

A large number of replies has been received in response to the said circular; and the matter is now being considered by the Board's Operating Department.

LIGHTING OF RAILWAY PASSENGER CARS WITH BLAUGAS.

This matter came before the Board in the first instance on the application of the Blaugas Company of Canada, Limited, of Montreal, for an Order granting permission to use Blaugas for the lighting of railway passenger cars. After the gas had been reported upon by the Board's operating Department and an examination and analysis thereof had been made by the Dominion Government Chief Analyst, at the request of the Board, the application came before the Board for consideration at a sitting held in Ottawa on the 9th December, 1910, when the Board issued the following Order, which was sent to all steam railways subject to its jurisdiction.

Order No. 12542.

IN PURSUANCE of the powers conferred upon the Board by Sections 30 and 269 of the Railway Act, and of all other powers possessed by it in that behalf—

IT IS ORDERED

1. That the gas generally known as Blaugas may be used for the purpose of lighting railway passenger cars, upon and subject to the terms and conditions following, namely:—

(*a*) The gas to be used in tanks below cars similar to those now in use for storage of Pintsch Gas and Commercial Acetylene Gas; the tanks to be tested and tight at 300 pounds pressure to the square inch and stand such tests without distortion: Provided that in the case of railway companies having in use at the date of the issue of this Order tanks tested to a pressure not exceeding 294 pounds to the square inch, it shall be sufficient that the said tanks be tested and tight at 290 pounds pressure to the square inch and stand such test without distortion.

(*b*) The maximum working pressure to be 150 pounds to the square inch.

(*c*) Every gas tank attached to a railway car to have six three-eights holes drilled in it, to be countersunk seven-eights inch in diameter and one-eighth inch deep, in which brass disc shall be tinned and soldered; the said disc to stand a pressure of 200 pounds to the square inch and tanks to be placed on the cars with disc side up, as shown on the blue print attached marked "A." Holes to be located as described in sketch attached marked "B."

2. That in addition to the foregoing, every gas tank attached to a railway car be equipped with an extra heavy stud valve securely fastenede to every such tank.

3. That the equipment necessary for the installation of the said system be provided with——

(*a*) A pressure gauge with a dial reading either from one pound to three hundred pounds or reading by atmosphere from zero to fifteen atmospheres, to show the exact pressure of gas carried.

(*b*) A re-charging valve attached to the charging station hose.

(*c*) A regulating valve, to reduce the pressure of gas contained in the tank before it enters the main line piping or the lamps on the car.

4. That all piping between the regulating valves and stud-valves be of extra heavy, seamless steel or iron tubing; and that all elbows or tees be of extra heavy material: Provided that heavy flange brass fittings may be used in lieu of such equipment.

5. That the high-pressure piping and fittings be carefully threaded before being screwed together; the pipe thread to be carefully tinned after being screwed up and the piping to be sweated to the fittings.

6. That standard tubing be used to connect the low-pressure side of the regulating valve with the lamps of the cars; and that a main-line cock, to turn on and off the gas, be placed on the inside of each car, in a convenient and conspicuous location.

7. That in order to locate leakages, soap suds be used; and that linghted matches or torches be not used for this purpose.

8. That printed regulations defining and explaining the use of the system, be posted inside of each car, in close proximity to the main line cock; and that a tank stud-valve key, a main-line cock key, and such other keys as may be necessary for the use and operation of this equipment, be supplied to, and always carried by, every conductor and brakeman while on duty in charge of any train or cars provided with this equipment; and that the regulations required by this section be posted up, stating that such keys are in the possession of the conductor and each brakeman on the said trains or cars.

9. That every car lighted by this system be placed under the charge of a competent and reliable employee of the railway company using such system;—every such employee to be specially instructed in regard to the proper working and operating of the said system.

(Sgd.) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

OPERATING RULES OF ELECTRIC RAILWAYS.

In connection with the operating rules of electric railways subject to the Board's jurisdiction, the Board, upon the report and suggestion of its Chief Operating Officer, issued the following circular to all such electric railways.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, March 9th, 1911.

Circular No. 62—

Operating Rules of Electric Railways.

DEAR SIR,—The Board's Chief Operating Officer has recently been called upon to report on the Operating Rules submitted by several of the Electric Lines in Canada for the operation of their respective railways, and finds a marked difference.

I am, therefore, directed to ask that all Electric Railways under the jurisdiction of the Board, appoint a joint committee, to deal with the matter of compiling a code of rules suiable for the operation of Electric Railways, both single and double track. These rules, after compilation, will be submitted to the Board for approval, or, if the committee appointed by the different railways desires, representatives of the Board will meet with such committee at a time and place which the Board will fix, and assist the committee in compiling a code.

The Board desires to be informed as to the personnel of the committee and when it expects to be able to submit the suggested Uniform Code of Rules.

Yours truly,
A. D. CARTWRIGHT,
Secretary, B.R.C.

It will be noticed that the Board has already dealt with the question of a uniform code of rules governing the operation of steam railways in Canada, and, in accordance with the above circular, will deal with the question of a uniform code of rules for electric railways, at as early a date as possible.

LOCAL PORT TO PORT TRAFFIC.

The question of local port to port traffic having been under consideration of the Board and the Board having referred the matter to its Chief Traffic Officer, issued the following circular:—

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,
OTTAWA, February 15th, 1911.

Circular No. 59—

Re Local Port to Port Traffic.

DEAR SIR,—It was probably the intention of Parliament that local traffic between ports in Canada, carried entirely in or upon vessels particularized in Section 7, as

distinguished from through traffic carried by the vessel as part of a continuous rail and water route, should be subject to the tariff clauses of the Railway Act. If this is so then it will be necessary for this freight and passenger traffic to be covered by standard tariffs; and as the traffic referred to is subject to the toll clauses of the Act only "so far as they are applicable," it would not seem necessary that these tariffs should specify the maximum mileage tolls to be charged for all distances, or that such distances be expressed in blocks or groups.

What appears to be necessary is the filing of the standard maximum freight and passenger tolls from port to port only, the distance in statutory miles also appearing.

If your Company does not agree with the view expressed above, the Board will upon application, be pleased to fix a date for the hearing of argument by Counsel.

Yours truly,

A. D. CARTWRIGHT,

Secretary, B.R.C.

The above circular was forwarded to the following Companies, namely:—

The Dominion Atlantic Railway Co.
The Algoma Central & Hudson Bay Ry. Co.
The Niagara, St. Catharines and Toronto Ry. Co.
The Grand Trunk Pacific Ry. Co. and The Canadian Pacific Ry. Co.

Replies having been received to the said circular, and the matter having come before the Board for further consideration, the Board issued the following circular as an amendment to be sent to the said railway companies.

March 28th, 1911.

Amendment No. 1...To circular No. 59.

Re Local Port to Port Traffic.

DEAR SIR,—Referring to Circular No. 59 issued by the Board, dated February 15th, 1911, re local port to port traffic, I am directed to inform you that the Board has had this matter under consideration; and it has decided, in view of the difficulties that will be placed in the way of companies operating ships engaged in port to port traffic in competition with local boats free from the provision of the Act, that the Board is of the opinion that the present necessities of the case do not require enforcement of Section 7 of the Railway Act.

Yours truly,

A. D. CARTWRIGHT,

Secretary, B.R.C.

INSPECTION OF RAILWAY LOCOMOTIVE STEAM BOILERS.

The matter of the inspection of railway locomotive steam boilers having engaged the attention of the Board's Chief Operating Officer, Mr. A. J. Nixon, in conjunction with Inspector Jas. Ogilvie, of the Operating Staff, and the Board having had submitted to it a draft of the proposed order to be issued as the result of their joint investigation, issued under date of the 22nd December, 1910, the following circular:

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 22nd, 1910.

Circular No. 57—

Inspecting of Railway Locomotive Steam Boilers.

DEAR SIR,—I enclose a draft of proposed regulations for inspecting, testing, and washing of locomotive boilers, and beg to say that Railway Companies will be given an opportunity of speaking to the matter at the Sittings of the Board to be held in the Court House, in the City of Montreal, P.Q., on Monday, January 23rd, 1911.

Yours truly,

A. D. CARTWRIGHT,

Secy., B.R.C.

REGULATIONS FOR INSPECTING, TESTING, AND WASHING LOCOMOTIVE BOILERS.

I.—GENERAL CONSTRUCTION AND SAFE WORKING PRESSURE.

The chief mechanical officer of each railroad company will be held responsible for the general design, construction, and inspection of the locomotive boilers under his control. The safe working pressure of each locomotive boiler shall be fixed by the chief mechanical officer of the company or a competent mechanical engineer under his supervision. The safe working pressure must be determined in accordance with calculations of the various parts after full consideration has been given to the general design, workmanship, and condition of the boiler.

II.—INSPECTION OF INTERIOR OF BOILER.

(*a*) *Time of Inspection.*—The interior of every boiler shall be thoroughly inspected before the boiler is put into service, and also whenever a sufficient number of flues are removed to allow examination.

(*b*) *Flues to be Removed.*—All flues shall be removed at least once every two and a half years and a thorough examination made of the entire interior of the boiler. After the flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned.

(*c*) *Method of Inspection.*—The entire interior of the boiler must then be examined for cracks, pitting and grooving. The edges of plates, all laps, seams and points where cracks and defects are likely to develop, or which an exterior examination may have indicated, must be given a specially minute examination. It must be seen that braces and stays are taut, that pins are properly secured in place, and that each is in condition to support its proportion of the stress.

(*d*) *Repairs.*—Any boiler developing cracks in the shell shall be taken out of service at once and thoroughly repaired before it is reported to be in satisfactory condition.

(*e*) *Lap Joint Seams.*—Every boiler having lap joint longitudinal seams without reinforcing plates shall be examined with special care to detect grooving or cracks at the edges of the seams.

III.—INSPECTION OF EXTERIOR OF BOILER.

The jacket and lagging shall be removed at least once every three years, and also whenever the Inspector considers it desirable or necessary in order to inspect the boiler thoroughly.

IV.—TESTING BOILERS.

(*a*) *Time of Testing.*—Every boiler before being put into service, and at least once every twelve months thereafter, shall be subjected to hydrostatic pressure 25 per cent. above the working steam pressure, and must be indicated by standard steam gauge.

(*b*) *Removal of Dome Cap.*—Preceding the hydrostatic test the dome cap and throttle pipe must be removed and the interior surface and connections of the boiler examined as thoroughly as the conditions permit.

(*c*) *Foreman to Witness Tests.*—When boilers are being tested by hydrostatic pressure the foreman of the shop having under his charge the repairs of boilers, or an authorized competent boilermaker, shall personally attend and assist the Inspector in his examination.

(*d*) *Repairs and Steam Test.*—When all necessary repairs have been completed, the boiler shall be fired up and the steam pressure raised to not less than the allowed working pressure.

V.—STAY BOLT TESTING.

(*a*) *Time of Testing Rigid Bolts.*—All stay bolts should be tested at least once every month, and no boiler must be used over three months under any circumstances, unless thorough stay bolt inspection has been made. Stay bolts shall also be tested immediately after every hydrostatic test, and an accurate report of all broken stay bolts and stay bolts removed must be made as prescribed on Forms Nos. 4 and 5, which shall be open to inspection at any time by the Inspector; said form to be kept on file under the charge of the Chief Mechanical Officer.

(*b*) *Method of Testing Rigid Bolts.*—The Inspector must tap each bolt from the fire box side and judge from the sound or the vibration of the sheet which of them are broken. If stay bolt tests are made when the boiler is filled with water, there must be not less than one hundred pounds pressure on the boiler. This will produce sufficient strain upon the stay bolts to cause the separation of the parts of the broken ones. Should the boiler not be under pressure, the test may be made after draining all the water from the boiler, in which case the vibration of the sheet will indicate any unsoundness. The latter test is preferable.

(*c*) *Method of Testing Flexible Stay Bolts.*—All flexible stay bolts having caps over the outer ends shall have the caps removed at least once every year, and also whenever the Inspector considers the removal desirable in order to inspect the stay bolts thoroughly. The fire box sheets should be examined carefully at least once a month, to detect any bulging or indications of broken stay bolts.

(*d*) *Broken Stay Bolts.*—No boiler must be allowed to remain in service when there are two adjacent stay bolts broken in any part of the fire box or combustion chamber, nor when three or more are broken in a circle four feet in diameter.

(*e*) *Tell Tale Holes.*—All stay bolts shorter than eight inches applied after, except flexible bolts, shall have tell tale holes $\frac{3}{16}$ inch diameter by $1\frac{1}{4}$ inches or more in the outer end. These holes must be kept open at all times, except in cases of emergency. All stay bolts shorter than eight inches, except flexible bolts, shall be drilled when the

locomotive is in the shop for heavy repairs or at other suitable opportunity, and this work must be completed prior to

(See foot Note.)

VI.—STEAM GAUGES.

(*a*) *Location of Gauge.*—Every boiler shall have at least one steam gauge which will correctly indicate the working pressure. Care must be taken to locate the gauge so that it will be kept reasonably cool, particularly in case of gauges located on the back head of boilers.

(*b*) *Siphon.*—Every gauge shall have a siphon of ample capacity to prevent steam entering the gauge. The pipe connection shall enter the boiler shell direct, and shall be maintained steam tight between siphon and gauge.

(*c*) *Time of Testing.*—Steam gauges should be tested at least once every month, and no boiler must be used over three months under any circumstances unless a thorough test has been made of the steam gauge.

VII.—SAFETY VALVES.

(*a*) *Number and Capacity.*—Every boiler shall be equipped with at least two safety valves, the capacity of which shall be sufficient to prevent, under any conditions of service, an accumulation of pressure of more than 5 per cent above the allowed steam pressure.

(*b*) *Setting of Valves.*—Safety valves shall be set by gauge to pop at pressures not exceeding five pounds above the allowed steam pressure, the gauge in all cases to be tested by standard gauge before the safety valves are set or any change made in the setting. When setting samety valves the water level in the boiler must not be above the highest gauge cock.

(*c*) *Time of Testing.*—Safety valves should be tested under steam at least once in every month, and no boiler must be used over three months under any circumstances, unless the safety valves have been thoroughly tested.

VIII.—WATER GLASS AND GAUGE COCKS.

(*a*) *Number and Location.*—Every boiler shall be equipped with at least one water glass and three gauge cocks. The lowest gauge cock and the lowest reading of the water glass shall not be less than three inches above the highest part of the crown sheet.

(*b*) *Water Glass Valves.*—All water glasses shall be supplied with two valves or shut-off cocks, one at the upper and one at the lower connection to the boiler, and also a drain cock, so constructed and located that they can be easily opened and closed by hand.

(*c*) *Time of Cleaning.*—All gauge cocks and water glass cocks shall be removed and cleaned of scale and sediment whenever the boiler is washed.

IX.—PLUGS IN FIRE TUBES.

(*a*) *Plugs Prohibited.*—No boiler shall remain in service which has one or more fire tubes plugged by both ends of the tube, unless the plugs are securely tied together by means of a rod not less than $\frac{5}{8}$ inch diameter.

NOTE.—Applications from Railway Companies desiring to omit the use of tell tale holes will be considered when it can be shown to the satisfaction of the Board of Railway Commisisoners that unusual care is used in stay-bolt testing, both as to the frequency of tests and the selection of inspectors

X.—WASHING BOILERS.

(*a*) *Time of Washing.*—All boilers shall be thoroughly washed not less frequently than once in thirty days.

(*b*) *Plugs to be Removed.*—When boilers are washed all wash-out, arch, and water bar plugs must be removed.

(*c*) *Water Tubes.*—Special attention must be given the arch and water bar tubes to see that they are free from scale and sediment.

(*d*) *Office Record.*—An accurate record of all locomotive boiler washouts shall be kept in the office of the railway company. The following information must be entered on the day that the boiler is washed:—

1. Number of locomotive.
2. Date of washout.
3. Statement that boiler was washed.
4. Signature of the boiler washer or the boiler inspector.
5. Statement that gauge cocks and water glass cocks were removed and cleaned.
6. Signature of the boiler inspector or the employee who removed and cleaned the cocks.

XI.—STEAM LEAKS.

(*a*) *Leaks Under Lagging.*—If a serious leak develops under the lagging, an examination must be made and the leak located. If the leak is found to be due to a crack in the shell or to any other defect which may reduce safety, the boiler must be taken out of service at once and thoroughly repaired before it is reported to be in satisfactory condition.

(*b*) *Leaks in Front of Engineer.*—All steam valves, cocks, and joints, studs, bolts, and seams shall be kept in such repair that they will not at any time emit steam in front of the engineer, so as to obscure his vision.

XII.—FILING OF REPORTS.

(*a*) *Specification Card.*—A specification card, Form No. 2, containing the results of the calculations made in determining the working pressure and other necessary data shall be filed in the office of the Chief Operating Officer in Ottawa, for each locomotive boiler. A copy shall also be filed in the Office of the chief mechanical officer having charge of the locomotive. Every specification card shall be verified by the engineer making the calculations, and shall be approved by the chief mechanical officer. These specification cards shall be filed as promptly as thorough examination and accurate calculation will permit. Where accurate drawings of boilers are available, the data for specification card, Form No. 2, may be taken from the drawings, and such specification cards must be completed and forwarded prior to , unless satisfactory reasons can be given why the time should be extended. Where accurate drawings are not available, the required data must be obtained at the first opportunity when general repairs are made or when flues are removed. Specification cards must be forwarded within one month after examination has been made, and all examinations must be completed and specification cards filed prior to , flues being removed, if necessary, to enable the examination to be made before this date.

(*b*) *Certificate of Inspection.*—Not less than once in three months and within ten days after each inspection, a Certificate of Inspection, Form No. 1, shall be filed with the Chief Operating Officer in Ottawa, for each locomotive boiler used by a railway company, and a copy shall be filed in the office of the chief officer having charge of the

locomotive. A copy shall also be placed under glass in a conspicuous place in the cab of the locomotive before the boiler inspected is put into service. Each certificate shall give the number and the condition of the boiler inspected, the date of the inspection, and other required details, and each certificate shall be verified by the Inspector.

(*c*) *Reporting Washouts.*—The Inspector shall examine the record of boiler washouts on file in the company's office not less frequently than once every three months; and if he is satisfied of its accuracy, he shall enter the dates of every washout made during the preceding three months on the Certificate of Inspection, Form No. 1. In case the Record is not satisfactory, the Inspector shall make notation thereof on the certificate.

XIII.

The Chief mechanical officer of each railway company shall keep each inspector of locomotive boilers under his supervision supplied with a copy of these regulations. Copies can be obtained upon application to the Secretary of the Board of Railway Commissioners for Canada, Ottawa.

The above circular and draft order were sent to all railway companies subject to the Board's jurisdiction and the consideration of the matter was set down as stated at the sittings of the Board in Montreal on the 23rd January, 1911, but was adjourned by consent of all parties to the sittings of the Board held in Ottawa on the 7th February, 1911. A general discussion of the proposed order took place at the sittings held in Ottawa on the 7th February, 1911, and a difference of opinion having been found to exist between the experts of certain of the leading railway companies in regard to the provisions of the proposed order, the Board decided to make the following order and to postpone the further consideration of the matter until the said Order had been complied with. The following is the Order referred to:

Order No. 12932.

RL.

UPON the hearing of the application in the presence of representatives and Counsel for the Canadian Pacific, Grand Trunk, and Michigan Central Railway Companies, and what was alleged at the hearing—

IT IS ORDERED that all railway companies within the legislative authority of the Parliament of Canada, file, within sixty days from the day of the date of this Order, copies of regulations in force on their respective railways for the inspecting, testing, and washing of locomotive boilers.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

WIRE CROSSINGS OVER RAILWAYS.

As has already been noted, section 246 of the Railway Act has been amended with a view to dispensing with the necessity of an Order of the Board where telegraph and other wires are erected across the railway under certain conditions; and the Board, in order that the matter should be specifically brought to the attention of the parties interested, on the 17th May, 1910, issued the following Order:—

Order No. 10637.

WHEREAS for the purpose of dispensing with the necessity of an Order of the Board where telegraph, telephone, or electric light wires are erected across the railway under certain conditions, the said Section 246 of the Railway Act was, by 9-10 Edward VII, Chapter 50, amended by adding thereto the following subsection:—

"5. An Order of the Board shall not be required in the cases in which telephone, "telegraph, or electric light wires are erected across the railway with the consent of "the company in accordance with any general regulations, plans, or specifications "adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the "Standard Conditions and Specifications for Wire Crossings," approved by Order of the Board No. 8392, dated October 7th, 1909, be, and they are hereby, approved and adopted pursuant to the said amendment.

(Sgd.) J. P. MABEE,

Chief Commissioner,

Board of Railway Commissioners for Canada.

This order has been widely circulated, having been sent to a large number of Municipal Telephone Companies and other parties directly interested, the object of the amendment to the Statute being to enable applicants who desire to erect and maintain wire crossings over railways to have this done with the least possible delay, as well as to relieve the Board from the additional work entailed in receiving and filing applications of this nature and issuing orders in connection therewith.

PROTECTION OF MAIN-LINE-TRACK SWITCHES AND PROVIDING AN ADEQUATE BLOCK SYSTEM.

The matter of requiring Railway Companies to protect Main-Line switches, has received some attention by the Board; and, after due consideration, the Board deemed it desirable, at the same time, to deal with the question of the adoption of some form of block system.

It will be noted that during the past six years a large number of persons have been killed and injured from head-on and rear-end collisions, and the question has arisen as to what can be done to prevent collisions (head-on and rear-end) and accidents caused by misplaced switches.

The Board, therefore, caused to be issued on the 28th March, 1911, the following circular to all steam and electric roads subject to the Board's jurisdiction.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, March 28th, 1911.

File 9777. Protection of Main-Track Switches and Adoption of Adequate Block Systems.

DEAR SIR,—I am directed to notify you that at the Operating Sittings of the Board to be held in Ottawa, on Tuesday, May 2nd next, commencing at ten o'clock in the forenoon, the Board will take up the question of requiring all railway companies subject to its jurisdiction to protect main-track switches, and to adopt an adequate block system.

Yours truly,

A. D. CARTWRIGHT

Secretary.

GENERAL INTERSWITCHING.

The Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and the Montreal Terminal Railway Company, under date of the 4th of March, 1910, made an application to the Board for an Order interpreting the provisions of Order of the Board No. 4988, known as the General Interswitching Order, dated the 8th of July, 1908, in certain respects as set forth in the application. The matter came before the Board for consideration at a Sitting held in Ottawa on the 19th April, but stood adjourned and was not finally taken up until the 21st June, when Judgment was reserved. Subsequently Judgment was rendered by the Assistant Chief Commissioner of the Board and forwarded, with the following circular letter, to all parties interested.— For said Judgment, refer to Appendix "C."

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 23rd, 1910.

Circular No. 58—

File 6713, Case 2846, General Interswitching Order No. 4988.

DEAR SIR,—I enclose herewith a copy of the memorandum of the Assistant Chief Commissioner, dated November 26th, 1910, concurred in by the Chief Commissioner and Commissioners Mills and McLean.

In view of the fact that the tariffs of many of the Railway Companies are not in accordance with the General Interswitching Order No. 4988, it is directed by the Board that such variation from Order No. 4988 be removed and new tariffs published and filed without delay.

Yours truly,

A. D. CARTWRIGHT,

Secretary B.R.C.

Encl.

After a reasonable time had elapsed and upon its appearing that the requirements of the above circular had not been complied with, the Board issued the following Order:—

Order No. 12901.

UPON its appearing that the requirements of the said circular letter have not been complied with—

IT IS ORDERED that the railway companies subject to the jurisdiction of the Board whose tariffs of inter-switching tolls have not been prepared in accordance with the said Order of the Board, as amplified in the judgment of the Assistant Chief Commissioner dated the 26th day of November, 1910, file new tariffs of interswitching tolls, in accordance with the provisions of the said Order, not later than the 1st day of March, 1911.

(Sgd.) J. P. MABEE.

Chief Commissioner,

Board of Railway Commissioners for Canada.

This Order has since been complied with and new tariffs of Interswitching tolls have been filed accordingly with the Board.

SESSIONAL PAPER No. 20c

EQUIPMENT OF ELECTRIC CARS WITH POWER BRAKES.

In connection with the equipping of Electric Cars with air, or power brakes, the Board's Chief Operating Officer, after several meetings with the representatives of the Electric Railways subject to the jurisdiction of the Board, as well as representatives of the Canadian Street Railway Association, and after inspecting several of the lines of the Companies, made a report to the Board recommending that all Electric Railways under its jurisdiction be equipped with power brakes to be approved of by the Board in addition to hand brakes and proper sanding appliances, subject to certain limitations set forth in his report. The Board, after considering the report, had the matter set down for hearing at sittings held in Ottawa on the 3rd of May, 1910, notifying all parties interested. The Board, after hearing all parties, issued the following Order:

Order No. 10462.

UPON the hearing of what was alleged by counsel for the Electric Railway Companies interested—

IT IS ORDERED AS FOLLOWS:

1. On or before June 1st, 1911, all electric railway companies under the jurisdiction of the Board, shall equip all rolling stock in use by them of thirty-seven (37) feet or over in length, or of the weight of 35,000 pounds or more, with power brakes, to be approved of by the Board, in addition to hand brakes and proper sanding appliances.

2. Immediately upon the completion of said equipment, the said railway companies shall notify the Board thereof and furnish a detailed account of the rolling stock so equipped.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

Copy of the above Order has been sent to all electric lines subject to the Board's jurisdiction.

EMERGENCY PASSENGER TARIFFS.

The attention of the Board having been called to the fact that frequently, more particularly during the summer season, the Railway companies are called upon to make provision for the movement of special classes of passenger traffic, at less than the regular published tolls, and that owing to the peculiar conditions attached to such traffic, it could not at times be moved if it were required to wait at least the three days required by the Railway Act for the publication and filing of variations from regular schedules, it decided to issue the following Order:

Order No. 11395 (File 15124).

WHEREAS Railway companies subject to the provisions of the Railway Act are occasionally offered excursion or other special passenger traffic which, if accepted, must be moved immediately, or with less than the three days' notice required by the Act for filing the necessary special tariffs, and without affording the Board time for dealing with such matters by the customary procedure;

WHEREAS by Section 332, "The Board may, owing to the exigencies of competition or *otherwise,* notwithstanding anything in this section contained, determine

the time or manner within and according to which publication of any such tariff is to be made;"

AND WHEREAS the prompt acceptance and movement of the said traffic appears to the Board to be in the public interest—

THEREFORE, IT IS ORDERED that the Chief Traffic Officer of the Board be, and he is hereby, authorized to deal with such urgent cases on application of the companies by telephone or telegraph, and, in his judgment, and on behalf of the Board, to give the required permission, subject to such conditions as may seem to him to be necessary, including the immediate publication and filing of the requisite tariff, or to require the formal submission of the application to the Board.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

The above Order was sent to all Railway companies subject to the Board's jurisdiction.

Uniform Bill of Lading (U.S.) Points.

In January, 1910, the Board received an application from the Canadian Pacific Railway Company for formal approval of the Uniform Bill of Lading in use in the United States, on shipments from points in the United States to points in Canada and from points in the United States through Canada to points in the United States.

The matter was referred to the Board's Chief Traffic Officer for consideration and report; and, after further consideration of the application, the Board came to the conclusion that the matter should be fully discussed, and the following Circular, under date of the 5th of April, was issued and sent to all Railway companies subject to the Board's jurisdiction.

Circular No. 46—

April 5, 1910.

Approval of U.S. Uniform Bill of Lading.

DEAR SIR,—The Board has received an application from the C.P.R. for formal approval of the Uniform Bill of Lading in use in the United States with respect to shipments from the U.S. points in Canada and from U.S. points through Canada to U.S. points, on the ground that doubt exists as to whether Canadian Railway companies would have the protection of the U.S. Bill of Landing in the event of loss or damage effecting such traffic while in transit within Canada. I am directed to inform you that the Board will discuss the situation fully with the Railway companies subject to its jurisdiction at the Traffic Sittings to be held in Ottawa on Tuesday, May 17th, next.

Yours truly,
(Sgd.) A. D. CARTWRIGHT,
Sec'y. B.R.C.

The matter was fully discussed at the said sittings of the Board on the 17th of May, 1910, and the following Order was issued:

Order No. 10761.

UPON the hearing of the application in the presence of Counsel for the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and a representative of the Montreal Board of Trade, and what was alleged—

IT IS ORDERED that the Uniform Bill of Lading in use in the United States and approved by the Interstate Commerce Commission as respects all traffic which may be carried from any point in the United States into Canada, or from the United States through Canada to the United States, be, and the same is hereby approved.

(Sgd.) D'ARCY SCOTT,

Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

FIRES AND NOXIOUS WEEDS UPON RAILWAY LANDS.

The necessity of Railway companies keeping their right of way clear from weeds, dry grass, and other inflammable material such as dry timber, brush, etc., is a matter that has engaged the attention of the Board for some time; and at length the Board decided to issue a Circular to all Railway companies subject to its jurisdiction, calling attention to the provisions of the Railway Act in this respect. The Board feels that the necessity of a strict observance of the Act in this respect cannot be too strongly impressed upon the Railway companies, as the damage that ensues from fire, as well as the scattering of seed from noxious weeds on lands adjacent to the Companies' right of way, is a very serious matter and entails serious loss and damage to all parties interested.

The following is a Circular which was issued under direction of the Board:—

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, August 15th, 1910.

Circular No. 49—

In the matter of Fires and Noxious Weeds upon Railway Lands.

The Railway Act provides as follows: Section 296.

Every Company shall cause thistles and all noxious weeds growing on the right of way, and upon land of the Company adjoining the Railway, to be cut down or to be rooted out and destroyed each year, before such thistles or weeds have sufficiently matured to seed.

Section 297.

The Company shall at all times maintain and keep its right of way free from dead or dry grass, weeds, and other unnecessary combustible matter.

Complaints continually come to the Board that these Sections are not observed by some of the Companies, casual observation in some parts of the Country shows that Section 297 is being entirely overlooked. It is clear that many fires are communicated to adjacent lands by reason of Companies not complying with these provisions of the law, entailing enormous loss. The Board deems it to be its duty to see that these Sections are enforced and to that end has given instructions that all Railway lands shall be periodically inspected and full reports made of the conditions found to exist.

This is a matter of vast moment in the preservation of timber lands, as well as the protection of property of all kinds along Railway lines, and steps will be taken to enforce the law, unless voluntarily complied with.

Yours truly,

(Sgd.) A. D. CARTWRIGHT,

Secretary B.R.C.

After the issuance of this Circular, the matter was transferred to the Operating Department of the Board to ascertain what steps the Companies were taking to comply therewith.

HEIGHT OF RAILWAY BRIDGES.

The attention of the Board was called by its Chief Operating Officer to several accidents that had occurred on Canadian Railways, due to overhead structures not being the height required by statute; and, with a view of requiring all Railway companies subject to the Board's jurisdiction to raise such structures so as to give the required clearance, the following circular was sent to all Dominion Railway Companies:

September 14th, 1910.

Circular No. 51—

Height of Railway Bridges.

DEAR SIR,—Several accidents have occurred on Railways subject to the jurisdiction of this Board, due to overhead structures not being the height required by the statute, and I am directed to ask that you report to this Board, not later than November 30th, particulars of all overhead bridges, snow-sheds, or other structures that are not of the statutory height.

Yours truly,
(Sgd.) A. D. CARTWRIGHT,
Secretary B.R.C.

In response to the above circular, replies have been filed with the Board by practically all the Railways subject to its jurisdiction, and the Board now has under consideration the question of what further action should be taken in the matter.

JUNCTION POINTS FOR INTERCHANGE OF FREIGHT.

The Board having had its attention called to the fact that it had no reliable list of the junction points throughout the country where freight might be interchanged between railway companies, after consideration of the matter issued the following Order:—

Order No. 11041.

Upon the report and recommendation of the Chief Traffic Officer of the Board—

IT IS ORDERED that all railway companies subject to the legislative authority of the Parliament of Canada file with the Board not later than August 15th, 1910, supplements to their Official Distance Tables, issued in compliance with Order No. 5954 of December 21st, 1908, showing—

(a) The names of the points at which freight traffic may be interchanged with the lines of connecting railway companies.

(*b*) The names of the companies with which freight may be interchanged at such points.

(c) Whether the freight traffic which may be so interchanged consists of C.L., or L.C.L., or both.

(*d*) Whether the interchange is by switch connection or by cartage.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

The above order was sent to all railway companies subject to the Board's jurisdiction, and the information asked for in the Order has been duly filed with the Board.

SESSIONAL PAPER No. 20c

RESOLUTIONS PASSED BY THE LEGISLATIVE BOARD OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

At a Session of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers, held in the City of Ottawa, March 29th to April 2nd inclusive, twelve Resolutions were passed relating to the operation of trains. Under date of the 8th April, these Resolutions were filed with the Board; and the Board sent the following Circular, and copies of the said Resolutions to all the Railway Companies, subject to its jurisdiction and to certain other interested parties.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, August 23rd, 1910.

Circular No. 50—

Resolution of Dominion Legislative Board of the International Brotherhood of Locomotive Engineers.

DEAR SIR,—I send you herewith a copy of a letter addressed to the Board on April 8th, 1910, by C. Lawrence, Chairman, and Mr. Byron Baker, Secretary of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers, embodying resolutions adopted at a meeting recently held in Ottawa; and I am directed to say that the contents of these resolutions may be discussed at the Sittings of the Board to be held at Ottawa on Tuesday, November 1st, 1910, commencing at the hour of ten o'clock in the forenoon; and, to that end, the matter will be placed on the Operating List for that date.

Yours truly,
(Sgd.) A. D. CARTWRIGHT,
Secretary B.R.C.

OTTAWA, ONT., April 8, 1910.

To the Honorable, the Chairman, and Board of Railway Commissioners.

GENTLEMEN:—At the recent Session of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers held in Ottawa, March 29th–April 2nd, inclusive, the following resolutions were unanimously adopted and the Legislative Representative instructed to place them before your Honourable body for your most earnest consideration.

No. 1. That sign-boards be placed at the side of the railway track defining the limits of cities, towns, and villages, for the guidance and information of the men in train service.

No. 2. That owing to the liability of accident and the exposure of the severe cold during our Winter season that a law be enacted preventing the running of locomotives tender first beyond a distance of ten (10) miles, except in cases of emergency.

No. 3. That a law be enacted requiring all railway companies in Canada to equip their locomotives with power head-lamps and air bell-ringers.

No. 4. That recognizing the many dangers and the liability of accident in running over portions of the Railway unknown to the Engineer, that a practical and competent engineer familiar with the road about to be run over, be placed upon the locomotive in addition to the regular engine crew.

No. 5. That owing to the very fatigueing nature of our occupation and the constant demand for vigilance necessary for the faithful performance of our duties as locomotive engineers in handling the commerce of the country and the lives of its Citizens it therefore follows that we would be provided with clean comfortable and sanitary quarters where we may be assured of uninterrupted repose and quiet in order to prepare ourselves for our important duty.

Many terminals, we regret to say, are absolutely unprovided for in this respect. As a class we do not desire to patronize or frequent places where intoxicants are sold, and we therefore ask that the railway companies be required to establish suitable quartrs at all terminals as above mentioned.

No. 6. That owing to the absence of land marks in many of the localities in which our men are employed and as a guide to inform them of their exact whereabouts in approaching stations, it was unanimously decided to recommend to your honorable body that a large sign board be placed one mile outside of yard limit.

No. 7. That the matter of the removal of all snow-cleaning devices from locomotives which was referred to your Honorable body in 1908 be again brought to your attention, as we are firmly of the opinion that such devices should have no place on a locomotive, with the exception of the steel pilot plough now used by the C.P.R. in the mountain districts of British Columbia. These ploughs do not project above the buffer-beam nor do they touch the rail and are considered a reinforcement to the pilot.

No. 8. That we respectfully request the Board of Railway Commissioners to take such action as they may deem advisable to have suitable inspection supplied for all wooden bridges.

No. 9. That the attention of the Board of Railway Commissioners be called to the fact that many of the modern engines now being built and used in Canada are totally devoid of any sense of comfort or convenience for the men who are obliged to spend the greater part of their time on them. Everything is apparently sacrificed in order to make them as huge and powerful as possible. As most of them carry at least 200 lbs. pressure per square inch, it means that the men who handle them are separated by only a few inches from a temperature of 387 degrees of heat.

To get into position to handle these monsters, the engineer is obliged to climb over obstructions in the shape of different parts of the equipment and wedge himself in the narrow space between the side of the cab and the boiler. Should the engine run off the track and turn over, the engineer has not the slightest chance of escape and would likely be crushed and scalded to death.

Further, that we respectfully ask the Board that they give this matter their most earnest consideration, and endeavour to place some limit on the size of boiler and cab that will allow for ample room and breathing space. The appliances for operating the engines are not infrequently placed in such very awkward positions that the engineers are at a disadvantage in cases of great emergency.

Water-glasses, steam-gauges, air-gauges and lubricators, which require almost constant observation are often found so inconveniently located that the engineers' attention is too long diverted from the track and signals.

No. 10. That owing to the unclean condition of the working parts, especially that portion under the boiler and between the frames, and the liability to accident by the engineer in attempting to crawl under the engine, between the wheels, to inspect his locomotive, the Board recommends that the engineer be held responsible only for such defects as may be reasonably detected from the outside, and in addition to the inspection by the engineer the engines shall also be inspected by a competent inspector at all railway terminals, and the engineer not held responsible for any defects which the inspector may find.

No. 11. The Board was of the opinion that as the safety of life and property depends upon the sight and judgment of the men who guide the traffic and having practical knowledge of the inability under certain conditions, to obtain more than a partial view of the track and signals, such protection should be afforded as would enable the engineer to, at all times have a clear and uninterrupted view ahead. Having examined a model of the "Quirk Storm Guard or Protector" and heard the endorsement of one who had used it they were unanimous in the proposal of recommending to the management of the several Canadian Railways a trial of the "protector."

The Patentee, Mr. T. J. Quirk, 183 East Front Street, Dunkirk, N.Y., will be glad to furnish sketches or any information desired.

No. 13. That owing to the fact that not infrequently an employee of the Railway Company is injured through no fault of his own, and the railway company's officials eventually refer him to their claims-agent who usually requests the employee to wait until such time as he is completely recovered before making a settlement, thus requiring him in many cases to become indebted for the necessities of life for himself and family. The Board therefore agree unanimously to request that monthly payment of a sum at least equal to that which he would have earned, should be made to injured employees.

All of which is respectfully submitted.

Signed.
C. LAWRENCE,
Chairman.

Signed.
BYRON BAKER,
Secretary.

The Resolutions came on for consideration before the Board on the 3rd of November, 1910, in Ottawa; Mr. C. Lawrence appearing on behalf of the International Brotherhood of Locomotive Engineers, and the principal Railway Companies being represented by Counsel. All parties were heard; and on the 4th of November, Judgment was delivered by the Chief Commissioner, concurred in by the Assistant Chief Commissioner and Commissioners Mills and McLean:—For said Judgment, refer to Appendix "C."

Order No. 12287.

UPON the reading of the resolutions and the reports and recommendation of its Operating Officers; and up the hearing of the matter in the presence of Counsel for the Grand Trunk, the Canadian Pacific, Michigan Central, and Canadian Northern Railway Companies, the International Brotherhood of Locomotive Engineers being represented at the hearing, the evidence offered, and what was alleged——

IT IS ORDERED that the requests contained in the said resolutions be and they are hereby, refused, with the exceptions following, namely:

(*a*) That railway companis subject to the jurisdiction of the Board be, and they are hereby, required to equip their locomotives with air bell-ringers; such equipment to be installed within six months from the date of this Order.

(*b*) That the consideration of the question of the removal of snow-cleaning devices from locomotives stand pending the receipt by the Board of additional information upon the subject,—such information to be furnished by and on behalf of the Applicants.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

Subsequently the following Order was issued under date of the 9th November, 1910. This Order repeals previous Order No. 5888, and a copy of it was sent to all parties interested. File 1750. Order No. 12225.

Upon hearing this application, and upon the reports of the Chief Operating Officer, and the Chief Engineer of the Board it is ordered as follows:—

1. WHEREAS sub-section 3 of Section 264 of the Railway Act Provides that——

"There shall also be such a number of cars in every train equipped with power "on train brakes that the engineer of the locomotive drawing such train can control "its speed, or bring the train to a stop in the quickest and best manner possible. "without requiring brakemen to use the common hand brake for the purpose."

Therefore, at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

3. Every road locomotive engine shall be equipped with a step or steps and hand holds on both sides of and at or near the rear ends of tenders; foot-rests shall be provided on the pilot of every such engine, sufficiently wide for a man to stand on; every switching or yard engine shall be equipped with boot-boards and head-lights on the front and rear ends of the engine and tender,—such foot-boards to be not less than ten inches wide; the back of such foot-boards shall be protected by a board not less than four inches high, and if cut in the centre, the inner ends shall be protected in like manner.

4. No light engine shall be run against the current of traffic a greater distance than twenty-five miles in any one direction without a conductor in addition to the engineer and fireman.

5. No railway company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

6. (*a*)Locomotive engineers must be at least twenty-one years of age; undergo a satisfactory eye and ear test by a competent examiner; and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.

(*b*) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(*c*) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an examination on train rules and regualtions. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.

(*d*) Train despatchers must be at least twenty-one years of age, be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

(*e*) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examination herein required to be passed by the employees of such railway company.

7. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone upon open cars, and the loading and carrying of structural material, plates, rails, and girders; and no material of any kind shall be carried upon the roofs of cars.

8. (*a*) All open drains crossing tracks in railway yards shall be safely covered for at least five feet from the gauge side of each rail, except in times of flood, when temporary open drains may be provided, if necessary.

(*b*) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future shall be nearer than six feet from the gauge side of the nearest rail.

(*c*) No structure over four feet high shall hereafter be placed within six feet from the gauge side of the nearest rail without first obtaining the approval of the Board.

(*d*) Where semaphores, signals, poles, high or intermediate switchstands, or piles of material are nearer than six feet from the gauge side of the nearest rail, the same shall be dealt with as follows:—

(1) Semaphores, signals, poles, or high or intermediate switchstands shall, within two years from this date, be either removed or changes made so that the same shall not be nearer than the said six feet; or high and intermediate switchstands shall be changed to low or dwarf signals or switchstands.

(2) Piles of material shall, within six months, be removed to a greater distance than the said six feet.

(*e*) Water stand-pipes shall not be nearer than two and feet six inches from the widest engine cab, and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

9. The above mentioned Order No. 5888 is hereby repealed.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of fifty dollars ($50.00) for every such offence.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

Subsequently an amending Order was issued under date of the 6th February, 1911, Order No. 12890, as follows:—

Order No. 12890.

UPON the report and recommendation of the Chief Operating Officer of the Board——

IT IS ORDERED that subclause (*c*) of clause 8 of the said Order No. 1225 be, and it is hereby, amended by adding the words, "except mail cranes, which shall be erected and maintained as directed in Order No. 5647, dated November 20th, 1908," after the word "structure," in the first line of the said sub-clause.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

In connection with Sections 5 and 6 of Order No. 12225, under direction of the Board the following Circular relating to Eye and Ear tests for Railway employees was sent to all Railways, steam and electric, subject to the jurisdiction of the Board.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, March 16th, 1911.

Circular No. 63—

File No. 1750, Part 3, Eye and Ear Tests for Railway Employees.

DEAR SIR,—In accordance with Sections 5 and 6 of Order No. 12225, dated November 9th, 1910, Railway Companies within the jurisdiction of this Board are required to have their employees engaged in the operation of trains undergo a satisfactory eye and ear test by a competent person.

In view of the diversified methods employed by such Railways in the making of these tests, the Board directs that a conference be held by the various Railways subject to its jurisdiction, and that a uniform code of regulations be drawn up governing the testing of hearing and eyesight of employees required to take such tests; these uniform regulations to be filed with the Board for approval within ninety days from the date of this Circular.

Yours truly,
(Sgd.) A. D. CARTWRIGHT.
Sec'y., B.R.C.

INSTALLATION OF ELECTRIC BELL SIGNALS AT HIGHWAY CROSSINGS.

The Board having had for some time under consideration the question of uniformity in regard to electric bell signals installed at railway crossings, issued the following order under date 7th February, 1911:—

General Order No. 12915

File 15382.

IN THE MATTER OF the specifiactions for the installation of electric bell signals at highway crossings: File 15382.

IN PURSUANCE of the powers vested in it under Sections 30 and 237 of the Railway Act, and of all other powers possessed by the Board in that behalf; upon reading the representations filed on behalf of the railway and railroad supply companies interested in the erection and maintenance of electric bell signals at highway crossings; and upon the report of the Chief Engineer of the Board——

IT IS ORDERED

1. That until further notice, the specifications for electric bell signals at highway crossings are and shall be as follows:—

Post.—The bell must be placed upon a post of some suitable structural material. If the post is made of wood, it must be of sound timber not less than 8 x 8 inches and 18 feet long, and shall be firmly set in the ground to a depth of 4 feet. If it is made of iron or steel, it shall be of not less than 4 inches in diameter, shall extend 14 feet above the ground, and shall be firmly bolted to a concrete or other foundation constructed below the frost line. If other suitable structural material is used, it must be of the length mentioned above and of sufficient strength to carry the weight placed upon it.

Bell.—The bell shall be either of the locomotive type, the gong type, or the twin-gong type; and it must in each case emit a clear, loud volume of sound under all weather conditions. If the locomotive type is used, the bell shall be of standard size (about 18 inches in diameter); if the gong type is used, the gong shall be at least 12 inches in diameter; and, if the twin-gong type is used, the gongs shall be at least 10 inches in diameter.

Sign.—A sign shall be placed upon the same post as the bell, with the word 'danger' upon it in letters not less than 6 inches in length, to be illuminated either by direct or reflected light, so as to be plainly visible after sunset. There may be added to the post, if so desired, the Railway Crossing Sign provided for by Section 243 of the Railway Act.

Operation.—The bell and the illumination of the sign shall be controlled and operated electrically and automatically by the approach of trains, in such manner that only approaching trains shall operate the signal; and the signal must remain in operation until the rear end of each approaching train has passed the crossing.

The bell, and the lamps used for illumination, may be operated from any suitable source of electric current that is continually available, or from batteries. If batteries are used, they must be either chemical batteries of the caustic potash type, having a capacity of not less than 300 to 400 ampere hours, or storage batteries of the same capacity.

2. That any Order of the Board providing for the installation of electric bell signals at highway crossings and referring to 'Standard Specifications for Electric Bell Signals at Highway Crossings,' be deemed as intended to be a reference to the specifications herein approved and adopted.

3. That the said 'Standard Specifications for Electric Bell Signals at Highway Crossings, come into force the day of the date of this Order, and apply to all electric bells hereafter installed at highway crossings.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

EQUIPMENT OF CARS WITH EMERGENCY TOOLS.

The attention of the Board having been called by its Chief Operating Officer to the fact that there were no regulations requiring passenger cars to be equipped with emergency tools, that is to say, tool box containing saw, sledge, and axe, located in a convenient place in either passenger car, the Board, after considering the matter, issued the following circular to all railways subject to its jurisdiction and to other interested parties:

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
OTTAWA, July 19, 1910.

Circular No. 48—

File 7834. Re Emergency Tools for Passenger Equipment.

DEAR SIR,—At the Operating Sittings of the Board to be held in Ottawa on Tuesday, October 4th, next, the Board will consider the matter of a regulation requiring each and every passenger car of Railways subject to its jurisdiction, to be equipped with a tool box, containing saw, sledge, and axe, and located in a convenient place in each passenger car.

Yours truly,
A. D. CARTWRIGHT,
Secy., B.R.C.

The matter came before the Board on the 4th of October, and after some discussion was adjourned until the November Operating Sittings of the Board, a Draft Order in the meantime having been prepared and forwarded to all parties interested. This Draft Order was fully discussed at the Sittings held on the 3rd November, 1910, and as a result thereof the following Order was issued:—

Order No. 12206.

IN PURSUANCE of the powers conferred upon the Board of Sections 30 and 269 of the Railway Act, and of all other powers possessed by it in that behalf; and upon the report and recommendation of its Operating Officers——

IT IS ORDERED:

1. THAT every Railway Company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, shall cause its sleeping, dining, baggage, mail, and express cars and coaches used in passenger service on its railway, to be equipped with emergency tools consisting of a sledge, axe, and saw; said tools to be kept in a conspicuous place in every such car, so as to be easy and ready of access in case of need, and the said cars to be so equipped on or before April 1st, 1911.

2. That every such Railway Company be liable to a penalty of a sum not exceeding $25.00 for every failure to comply with the foregoing regulation at the time for its coming into force and thereafter.

(Signed.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

PROTECTION OF WOODEN BRIDGES FROM FIRE.

The protection of wooden trestles of Railway Companies from fire is a matter that has been engaging the attention of the Board and its Officers for some time, and had also been the subject of general discussion at certain sittings of the Board at which representatives of the various Railway Companies were present.

It will be noted that the Board had previously issued an Order in this matter, (No. 5103) dated the 30th of July, 1908, and that this Order has been rescinded and replaced by the following Order:—

File 4966—1860. Order No. 11446.

In The Matter of the Protection of Wooden Trestles.

In pursuance of the powers conferred upon it by Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon hearing what was alleged at the sittings of the Board, held in Ottawa on the 8th day of June, 1909, by Counsel and representatives for the Canadian Northern, the Grand Trunk, and the Canadian Pacific Railway Companies, and the Michigan Central Railroad Company:

IT IS ORDERED AND DIRECTED:

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of, or upon, wooden trestles the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during the months of May, June, July, August, September, and October of each year, provide, place, and keep a watchman, track-walker, fire alarm signals, ballast flooring, zinc covering over caps and intersections or approved fireproof paint, as hereinafter directed, for the purpose of protecting the said trestles from fire; each such company having the option of adopting any of the said foregoing methods of protection.

2. That every such company caused to be placed and maintained at every trestle less than thirty feet in length, one barrel of a capacity of at least forty-five gallons, and on trestles of over thirty feet in length a like barred upon or near each end, with intermediate barrels of the like capacity not more than one hundred and fifty feet apart: Provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.

3. That every such company cause the said barrels to be kept filled with water.

4. That every such company cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right of way crossed by such trestle to be kept free from combustible matter.

5. That, on or in the neighbourhood of timber lands, or in localities distant from settlement, every such company cause to be provided pails for use at all trestles, and all watchmen and track-walkers, shall carry such pails while upon duty at trestles.

6. That where the protection provided is by watchman or track-walker, all trestles on main lines be inspected at least twice each twenty-four hours, at intervals of not less than eight hours, and once every twenty-four hours on branch lines.

7. That in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker forthwith repair or replace the same, or if it cannot be done by him, he forthwith report such condition to his superior officer. That every such watchman or track-walker see that water barrels are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer; and that whenever any such trestle is injured by fire, he report the same to his superior officer, as soon as possible thereafter.

8. That the fire alarm signals be equal, in the opinion of an Engineer of the Board, to the Montauk Thermostat.

9. That if fireproof paint is used, one coat thereof, at least equal to the Clapp Fireproof Paint, be applied at least every five years.

10. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4966, case 1860. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, extends laterally from outside guardrail to outside guardrail.

11. That if zinc or galvanized iron is used, the caps, stringers, and the outside of the batter posts of every such trestle and, if the company desires, the ties, be covered with a zinc or galvanized iron covering.

12. That every such Railway company failing or neglecting to comply with any of the foregoing regulations, be subject to a penalty of thirty dollars.

13. That every such watchman or track-walker failing or neglecting to make inspection in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise defaulting in any of the duties imposed upon him by this Order, be subject to a penalty of fifteen dollars for each such failure or neglect.

14. That every such railway company cause every such watchman or track-walker to be furnished with a copy of this Order.

15. That the Order of the Board No. 5103, dated July 30th, 1908, be, and it is hereby rescinded.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

STANDARD REGULATIONS AFFECTING HIGHWAY CROSSINGS.

On the 26th of January, 1910, the Board issued certain regulations regarding Highway Crossings, but it appearing to the Board that these regulations should be amended, the Board, after giving the matter careful consideration, adopted the following as the Standard Regulations of the Board Affecting Highway Crossings, as amended May 4th, 1910:

8—Highway Crossings.

Section 235 to 243.

Unless otherwise ordered by the Board, the Regulations regarding the future construction of highway crossings are and shall be as follows:—

1. With each application, the railway company shall send to the Secretary of the Board three sets of plans and profiles of the crossing or crossings in question:

Scale:

Plan		400	ft. to an inch.
Profile of railway	(Horizontal	400	"
	(Vertical	20	"
Profile of highway	(Horizontal	100	"
	(Vertical	20	"

1st set, for approval by and filing with the Board.

2nd and 3rd sets, to be furnished to the respective parties concerned, with a certified copy of the Order approving of the same.

2. The plan and profile shall show at least one-half mile of the railway each way and 300 feet of the highway on each side of the crossing.

3. The plan shall show all obstructions to the view from any point on the highway within 100 feet of the crossing, to any point on the railway within one-half mile of the said crossing.

4. The Company shall give the Municipality in which the proposed crossing lies, 10 days notice of the application and copies of the plan, and furnish the Board with proof of service.

5. The road surface of level or elevated approaches, and of cuts made for approaches, to rural railway crossings over highways shall be 20 feet wide.

(a) A strong, substantial fence, or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (one and one-half inches by six inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated ralway, shall be constructed on each side of every approach to a rural railway-crossing over a highway where the height is five feet or more above the level of the adjacent ground,—leaving always a clear road-surface of 20 feet in width.

6. Unless otherwise ordered by the Board, the planking, or paving blocks, or broken stone topped with crushed-rock screenings, on rural railway-crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) shall be 16 feet wide.

7. In cities, towns, and villages, the width of all kinds of approaches to a railway-crossing over a highway (street or avenue), and of the planking between the rails and on the outer sides thereof, must be regulated by the position of the street and the traffic or the anticipated traffic thereon, but shall not be less than 20 feet wide.

8. Cuts and Fillings on Highway Crossings.—Wherever a cut on the line of railway exceeds 9 feet or a filling thereon exceeds 7 feet at a highway or street crossing, the railway company, before proceeding with the work of construction, shall refer the matter to the Board, with a full statement of the facts and circumstances, that the Board may decide as to the advisability of ordering a separation of grades at the said crossing.

9. In special cases, it may, upon application, be ordered that any existing highway crossing be constructed so as to conform to the foregoing standards and requirements.

By order of the Board,

A. D. CARTWRIGHT,

Secretary.

The above regulations were printed and forwarded to Railway Companies subject to the Board's jurisdiction.

EXPRESS TRAFFIC INQUIRY.

A further hearing in connection with the above inquiry was held in Toronto on the 25th of May, 1910, and lasted until the 1st of June, and the final hearing was had in Toronto on the 29th of June. A large mass of evidence had been taken in this connection and the judgment of the Chief Commissioner, concurred in by the other members of the Board, was delivered on the 30th day of December, 1910, and copies of the judgment mailed to the Express Companies, and a number of the parties directly interested. As the matter was one of much importance and the judgment the result of a protracted and exhaustive inquiry, arrangements were made with the Government Printing Bureau to have the judgment printed and widely distributed. The full text of the judgment will be found under Appendix "C."

JUDGMENTS OF THE BOARD.

A summary of the principal judgments delivered by the Board for the year ending the 31st March, 1911, prepared by the Law Clerk, A. G. Blair, will be found in Appendix "C."

ROUTINE WORK OF THE BOARD.

Record Department.

Since the publication of the last Annual Report of the Board, this Department has lost the services of Mr. E. W. McNeill, who was appointed Record Officer on the 1st of March, 1909, and resigned from this position on the 1st May, 1910, to accept a more lucrative position in Toronto. It is a matter of much regret that the Board has lost the services of Mr. McNeill, who, during the thirteen months he held office, proved himself to be an efficient and capable officer, possessing qualities that peculiarly fitted him to take charge of this important department of our work. The Board, however, was fortunate in securing his services even for a limited time, during which he systematized the Board's Record Department, and inaugurated many important and useful changes in connection with the handling of the records, which were in danger of becoming congested owing to the very rapid increase in the number of applications, etc., which has taken place during the past four of five years.

The vacancy caused by the resignation of Mr. McNeill has not yet been filled, the Board having placed Mr. C. H. Huband in charge as Acting Record Officer.

The Statistical Branch of the Record Department, of which Mr. F R. Demers has been given special charge, has proved a satisfactory branch.

In Appendix "J" will be found a table classifying the applications, complaints, etc., made to the Board under the various Sections of the Railway Act and compiled by Mr. Demers.

In the table given below there will be noticed a decrease of 1,443 in the number of files for the year ending the 31st March, 1911, as compared with the previous year.

This decrease is due to an arrangement made under the Board's direction, whereby the Operating Department of the Board took over reports of accidents, reports on stations, and certain other matters pertaining to the Operating Department, which were formerly filed in the Record Department of the Board.

The services of an additional clerk were found to be necessary, and Mr. B. Lyons was added to the staff.

Below is a table of formal applications, complaints, reports on crossings, files made, filings received, outgoing letters, and Orders issued for the year ending the 31st March, 1911.

With regard to the Orders issued for the year ending March 31st, 1911, attention might be called to the amendment to Section 246 of the Railway Act, in consequence of which an Order of the Board is not now required in cases in which telephone, telegraph, or electric light wires are erected across a railway, with the consent of the company, in accordance with any general regulations, plans or specifications approved and adopted by the Board.

The extent to which this amendment has been made use of can be learned by reference to Appendix "J," from which it will be seen that applications for the year ending 31st March, 1911, under Section 246, of the Railway Act, for carrying telephone wires over railway tracks, number 288; while, for the previous year, ending the 31st March, 1910, they numbered 970—a reduction of 682. In spite, however, of this large decrease, there were 26 more Orders issued during the past year than in the year ending 31st March, 1910.

Number of applications made	3,828
Number of complaints (informal)	573
Number of reports on highway crossings	281
Total number of files made during the year	4,682
Total number of files made during previous year	6,125
Decrease	1,443
Letters and documents received during year	39,055
Letters and documents received during previous year	30,900
Increase	8,155
Number of outgoing letters during the year	35,832
Number of outgoing letters during previous year	33,337
Increase	2,495
Number of Orders issued during the year	3,336
Number of Orders issued during the previous year	3,310
Increase	26

In Appendix "A" will be found a list of the informal complaints made during the year.

INFORMAL COMPLAINTS.

Attention is again called to the number of informal complaints dealt with by the Board, of which there were 573, as against 494 for the year ending March 31st, 1910. A detailed statement of these complaints, disposed of without a formal hearing, will be found in Appendix "A."

SECRETARY'S DEPARTMENT.

Since the publication of the last Annual Report the following appointments have been made to the staff, namely: R. J. White, clerk and stenographer, was appointed by Order in Council dated 29th June, 1910, to fill the vacancy caused by the resignation of Mr. G. F. Perley, and Miss May Vaughan has been recommended by the Board to fill the vacancy caused by the resignation of Miss I. M. Vogan, stenographer, which took place on the 10th January, 1911. There was added to the staff Mr. E. J. C. Markgraf, clerk and stenographer, who was appointed by Order in Council under date of the 1st September, 1910, and who resigned his position on the 1st February, 1911. To fill the vacancy caused by his resignation, the Board has recommended the appointment of Mr. R. W. Empey. No other changes have taken place in this Department.

TRAFFIC DEPARTMENT.

No change has been made in the Staff of this Department since the publication of the last Annual Report. The statement of the Freght Passenger Tariff and Express Schedules filed with the Board between the 1st April, 1910, and the 31st

March, 1911, will be found with the report of the Chief Traffic Officer in Appendix "B."

ENGINEERING DEPARTMENT.

The vacancy caused by the resignation of Mr. N. Cauchon, who resigned on the 31st March, 1910, has been filled by the appointment of Mr. A. A. Belanger, by Order in Council dated 6th June, 1910. There has also been added to the Winnipeg Office under charge of Mr. H. A. K. Drury, Assistant Engineer, Miss N. McDonald, stenographer, who was appointed by Order in Council dated 17th June, 1910. No other changes or additions have been made to the staff. The list of examinations and inspections made by the Engineering Department during the year ending 31st March, 1911, will be found in Appendix "F."

OPERATING DEPARTMENT.

Since the publication of the last Annual Report it has been found necessary to increase the staff in the Chief Operating Officer's office by the appointment of an adidtional clerk; and Mr. H. H. Ward was, therefore appointed by Order in Council dated 11th February, 1911. The work of this Department has largely increased during the past year; and, in order to carry out the work of inspection more thoroughly, having in view the large extent of territory to be covered, it will be necessary to make further additions to the Operating Staff. The report of the Chief Operating Officer for the year ending 31st March, 1911, will be found in Appendix "F."

ACCIDENTS.

The schedules to the Report of the Chief Operating Officer shows a large increase in the number of employees killed during the year ending the 31st March, 1911, over the preceding year. This is due to a landslide which occurred on March 24th, 1910, at mileage 86, West of Roger's Pass, Mountain Section of the Canadian Pacific Railway Company, in which fifty-eight employees were killed. It will be noticed that this accident was not shown in the report for the year ending 31st March, 1910, on account of the Company's report not having been received until after the Annual Report of the Board's Chief Operating Officer had been made. The number of passengers killed shows a decrease of twenty-seven for the year ending 31st March, 1911, compared with the previous year; and with regard to other persons killed, a slight decrease is also shown.

OFFICES OF THE BOARD.

Arrangements have been made through the Public Works Department to furnish the Board with a suitable suite of offices in the Grand Trunk Railway Station building, which are expected to be completed and ready for occupation by the 1st June, 1911. As stated in the previous report of the Board, this will afford much needed relief, as the present offices occupied by the Board are quite inadequate and the work of the Board is retarded owing to lack of accommodation. The new offices will also afford accommodation for necessary increases in the staff from time to time.

APPENDIX "A."

LIST OF COMPLAINTS FILED WITH THE BOARD OF RAILWAY COMMISSIONERS, YEAR ENDING MARCH 31st, 1911.

1566. Condition of the fence, and lack of cattle guards, along the right of way of the Canadian Northern Railway Company in the vicinity of Lumsden, Sask.

1567. Condition of the passenger equipment on the Salisbury and Albert Railroad.

1568. Construction of certain smoking cars on the Dominion Atlantic Railway

1569. Exhorbitant price charged by the Bell Telephone Company, for extra listings in their Telephone Directory.

1570. Condition of the Canadian Pacific Railway Company's cattle guards, in the vicinity of Enderby, B.C.

1571. Canadian Northern Railway Company, for running through the centre of a farm at Colborne, Ont., cutting off water supply, and not allowing the owner a cattle pass.

1572. Proposed change in location of Grand Trunk Railway Company's station at Lachine, Que.

1573. Condition of the Canadian Pacific Railway Company's track, from Mont Tremblant, Que., north.

1574. Southwestern Traction Company, for not heating their waiting room at Lambeth Village.

1575. Poor connections made by the Dominion Atlantic and Intercolonial Railways, at Truro, N.S.

1576. Excessive rate charged by the Grand Trunk Railway Company for telephone connection with Jordan Station, Ont.

1577. Proposed changes in structure of the Pere Marquette Railway Company's bridge over Sydenham River, Wallaceburg, Ont.

1578. Lack of pick-up and delivery express service in the District of Toronto known as "College Heights" adjoining Deer Park District.

1579. Discrimination in Grand Trunk Railway Company's rates on lumber from Charlton, Ont., to Buffalo, N.Y.

1580. Canadian Pacific Railway Company, for not furnishing a siding and loading accommodation between Broomhill and Tilston, on their extension west from Lauder, Man.

1581. Overcharge on carload of horses and cattle, shipped from Tilbury on the Michigan Central Railway, to Seaforth, on the Grand Trunk Railway.

1582. Additional charge of 25 cents for a seat in the chair car, when there were no seats in the first class car, on a Canadian Pacific Railway train.

1583. Canadian Pacific Railway Company, for using shipping receipts with the owner's risk caluse upon them, for shipments of eggs.

1584. Passenger rate charged by the Brockville, Westport and North-western Railway Company, from Brockville to Westport and return.

1585. Canadian Northern Ontario Railway Company, for destroying a water power site, and not providing a satisfactory cattle pass, when building across property near Toronto, Ont.

1586. Dangerous condition of crossing of the Grand Trunk Railway Company, at road between lots 20 and 21, Con. 1, Township of Cramahe.

1587. Dangerous condition of crossing of the Grand Trunk Railway Company, at road between lots 13 and 14, Con. 1, Township of Cramahe.

1588. Citizen's Telephone Company, for stringing wires across the tracks of the Canadian Pacific Railway Company, at mileage 24·9 and 25·9, Newport Section, Quebec, not in accordance with requirements of the Board.

1589. Rates charged by the Toronto, Hamilton and Buffalo Railway Company, from St. Thomas to Grassies, Smithville, and other points in the Niagara Peninsula.

1590. Canadian Express Company's additional rate of 50 cents per hundred on goods going to Prince Edward Island between December 15th and April 15th.

1591. Canadian Northern Railway Company, for refusing to settle claim for two colts killed and one horse injured by their train, in the vicinity of Fork River, Man.

1592. Lack of fire guards along the line of the Grand Trunk Pacific Railway in Alberta.

1593. Overcharging of a man under the influence of liquor, for a ticket from Warman, Sask., to Edmonton, Alta., at the Canadian Northern Railway Co's. depot.

1594. Trouble experienced owing to the Railway Companies not delivering Performers' baggage by the same train on which they arrive.

1595. Canadian Northern Railway Co's. rate on iron ore from Atikokan Iron Co's. spur at mileage 128·3, Port Arthur Sec., to Port Athur.

1596. Central Ontoria & Temiskaming & Northern Ontario R'y. Cos., for overcharge on shipment of cattle and hogs from Maynooth, Ont., to Haileybury, Ont., May 5th, '09.

1597. Overcharge on shipment of settlers' effects from Mount Forest, Ont., to Netherhill, Sask., via Canadian Pacific and Canadian Northern Railways.

1598. Closing of farm crossing on property at East Florenceville, N.B.

1599. Canadian Northern Railway Company, for destroying farms and not dealing fairly in the purchasing of their right of way, in the vicinity of Port Hope.

1600. Canadian Pacific Railway Company, for not stopping their trains Nos. 7 and 8 at Bruce Mines, and exceeding speed limit over diamond crossing at that point.

1601. Delay to cars of produce shipped from Blenheim, Ont., on the Père Marquette Railway.

1602. Overcharge on shipment of settlers' effects from Milestone, Sask., to Kindersley, Sask.

1603. Grand Trunk Railway Company, for refusing to hand over to the Canadian Pacific Railway Company, at Toronto, shipments from Stratford, Ont., to Quebec, Que., which are billed to Toronto only, via the Grand Trunk Railway.

1604. Condition of hand brakes on freight cars of the Michigan Central Railroad.

1605. Refusal of the Bell Telephone Company, to abide by agreement made with a society relative to the building of a short suburban telephone line to connect with the Bell Telephone Co's. line at the City limits, London.

1606. Increase in express rates from Halifax to Charlottetown across the Strait of Northemburland, between Dec. 15th and April 15th.

1607. Delay in transfer of express from the Canadian Pacific Railway to the Temiscouata Railway at Rivière du Loup and Edmundston.

1608. Canadian Pacific Railway Company, for extending a private siding at Port Arthur, Ont., to other firms, resulting in the business of the firm for whom the siding was originally constructed, being interfered with.

1609. Defective condition of the Grand Trunk Railway Company's stock yards at Newtonville.

1610. Defective condition of the Grand Trunk Railway Copnany's stock yards at Port Hope.

1611. North American Telegraph Co., Ltd., for not carrying out agreement made with the Ernestown Rural Telephone Co., Ltd., December 1st, 1909.

1612. Dangerous crossing of the Canadian Pacific Railway Company, in the Village of Palgrave, Township Albion.

1613. Failure of the Great Northern Railway Company to supply cars for service between Neddaugh's siding and Vancouver.

1614. Discrimination in fares on the Windsor, Essex and Lake Shore Rapid Railway.

1615. Dangerous condition of station, and poor freight shed accommodation provided by the Canadian Northern Quebec Railway Company, at St. Cuthbert, Que.

1616. Poor service on the Père Marquette Railroad, for stock shipments from Harrow to Montreal, via London.

1617. Lack of fences on the Canadian Northern Railway Company's spur from Ochre River.

1618. Dangerous condition of fences, and scarcity of crossings and cattle guards along the right of way of the Atlantic & Lake Superior Railway, in the Parish of St. Omer, Que.

1619. Delay of the Grand Trunk Railway Company, in furnishing siding accommodation at New Toronto.

1620. Excessive and unnecessary whistling of the Hull Electric Railway Company's cars, approaching the Golf Links Station.

1621. Lack of cattle guards at the crossings of the Canadian Northern Railway Company, in the vicinity of St. Albert, Alta.

1622. Alberta Railway & Irrigation Company, for shortage in shipment of household goods, billed from Lethbridge, Alta., to Concord, Montana.

1623. Damage to property due to floods, at St. Paulin, range du Petit St. Charles.

1624. Horses killed on the Canadian Pacific Railway Company's track near Kisbey, due to cattle guards being filled with snow.

1625. Blocking of crossing by the Canadian Pacific Railway Company, on the west side of the Gatineau River, Cascades, Que.

1626. Overcharge by the Temiscouata Railway Company, on shipment of poles to Montreal.

1627. Proposed increase in carload minimum weights for canned goods, groceries, etc.

1628. Refusal of the American Express Company to carry shipment of wall paper to points in the Eastern Townships, under Section "B" tariff.

1629. Damage to farm in the vicinity of Viscount, Sask., by the Canadian Pacific Railway Company's snow fences.

1630. Canadian Pacific Railway Company, for not settling for right of way and damage to property on their Regina, Saskatoon and North Saskatchewan Branch.

1631. Canadian Pacific Railway Company, for not constructing a crossing over their tracks on the road from Enderby to Salmon Arm Road.

1632. Canadian Northern Railway Company, for failing to settle for right of way on its Goose Lake Branch, N.E. 14 and S.E. 23-33-10,W. 3.M.

1633. Rates on western grain from Georgian Bay ports to points east of Montreal.

1634. Conditions at the crossing of the main street of Ridgeway, and the Grand Trunk Railway.

1635. Lack of regular train service and a Station Agent at Aldergrove, B.C., on the line of the Vancouver, Victoria and Eastern Ry. (G.N.R.)

1636. Loss of two colts, owing to the Canadian Northern Railway Company's gate at crossing on farm, N.W. 2-50-2, W.4.M. Alberta, swinging towards their line, the farm owner refusing to go onto their right of way to close it.

1637. Lack of cattle guards on the line of the Canadian Northern Railway Company, in the vicinity of Blackfoot, Alta.

1638. Canadian Northern Railway Company, for not compensating owner for the loss of a box of goods shipped from Fort Francis, Ont., to Petit Rocher, P.Q.

1639. Freight rates on wood pipe from New Westminster, B.C., to Hedley and Princeton, B.C., on the Great Northern Railway, as compared to the rates on the Canadian Pacific Railway.

1640. Canadian Pacific Railway Telegraph Company for overcharge, viz.: charging the full day commercial rate in place of press rates.

1641. Condition of cattle guards on the Canadian Northern Railway in the vicinity of Togo, Sask.

1642. Closing of a farm crossing by the Canadian Pacific Railway Company at Bow Island, Alta.

1643. Canadian Northern Railway Company for refusing to settle claim for the killing of a calf on their line near Kashaboiwe, Ont.

1644. Fencing of the Canadian Pacific Railway Company, at Arden, Man., and the taking of gravel by that Company from a private property.

1645. Excessive rates charged on a cow and calf shipped from Hull to Kazabazua, by the Canadian Pacific Railway Co.

1646. Rates of the Dominion Express Company between Brantford and Kenora, Ont., and from Brantford to Rainy River.

1647. Dangerous condition of crossing 1¼ miles east of Schaw Station, on the Canadian Pacific Railway.

1648. Dangerous condition of the crossing at Leslie's Station, on the Canadian Pacific Railway.

1649. Dangerous condition of the crossing 1¼ miles east of Leslie's on the Canadian Pacific Railway.

1650. Dangerous condition of the crossing 2¼ miles east of Leslie's on the Canadian Pacific Railway.

1651. Dangerous condition of crossing between Moffatt and Corwhin Stations, at the 11th Concession line, on the Guelph and Goderich Branch of the Canadian Pacific Railway.

1652. Overcrowding and lack of ventilation in Pullman cars.

1653. Discrimination by the Canadian Northern Railway Company in favor of Peter Lyall & Sons, in rates on gravel.

1654. Rate of the Boston and Maine R. R. Co., on scrap iron from Capelton to Sherbrooke.

1655. Ruling of Cartage Agents of the different railways in London, Ont., that all orders for teams must be received by 2.00 p.m., owing to instructions issued by the railroads that no freight will be accepted at the sheds for shipment after 5.00 p.m. Also non-delivery of freight in the afternoons.

1656. Poor passenger service provided by the Grand Trunk Railway Company between Buffalo and Dunville and intermediate points.

1657. Alleged discrimination by the Canadian Pacific Railway Company against the Village of Balcarres, Sask., in grain rates.

1658. Canadian Express Company charging 25 cents for remitting money paid for goods shipped C.O.D.

1659. Refusal of the Grand Trunk Railway Company to carry fish shipments from Port Dover and Port Maitland on passenger trains, except by express.

1660. Overcharge by the Canadian Northern Railway Company on shipment of horses from Jarvis, Ont., to Kindersley, Sask.

1661. Lack of fences along the Canadian Northern Railway through properties in Vermilion District, Alta.

1662. Rates on wheat from Balmoral, Cunton, and Teulon to Fort William, by the Canadian Pacific Railway Company.

1663. Treatment of the body of F. Limosi, who was killed by a Canadian Pacific Railway passenger train near Nairn Centre Station, June 7th, 1910.

1664. Proposed closing of Simplex Street, in the village of St. Pierre, by the Grand Ttrunk Railway Company.

1665. Refusal of the Canadian Northern Railway Company to settle claim for mare killed at Ogilvie, Man.

1666. Crossing of the wires of the Central Electric Light Co., over the Canadian Pacific Railway at Tupper Street, Portage La Prairie, not being in accordance with the Standard conditions and specifications of the Board.

1667. Crossing of the wires of the Central Electric Light Co., over the Canadian Pacific Railway at Main Street, Portage La Prairie, not being in accordance with the standard conditions and specifications of the Board.

1668. Proposed Canadian Pacific Railway spur on a lane in the City of Brandon, south of Pacific Avenue and running from a point east of First Street to the Eastern Boundary of Tenth Street.

1669. Refusal of the Canadian Northern Railway Company to settle a claim for injury to a horse at loading platform at McCreary, Man.

1670. Lack of fencing on the Canadian Pacific Railway in the vicinity of Nutana, Sask., resulting in the loss of two horses.

1671. Refusal of the Canadian Pacific Railway Company to settle claim for seven cattle killed owing to their fence being down, near Beverley Station, Sask.

1672. Dangerous condition of public road on the south shore of St. Francis River, between Melbourne and Brompton, which was constructed by the Orford Mountain Railway Co. (C.P.R.)

1673. Removal of articles from a trunk while in transit from Blyth, Ont., to Daysland, Alta., via the Canadian Pacific Railway.

1674. The sudden dropping of the gates at the Canadian Pacific Railway crossing on George Street, Peterboro, Ont., in front of a pedestrian while crossing.

1675. Ruling of Railways in Canada that mileage books may not be used by more than one person.

1676. Shortage in a shipment of household goods, from Claresholm, Alta., to Conrad, Montana.

1677. Removal of a fence and the spoiling of hay by the Grand Trunk Pacific Railway Company, at Wabanum, Alta.

1678. Infringement of the Canadian Northern Railway right of way (formerly old Rer River Valley Railway), on the Pembina Highway, near the bridge of St. Jean, Municipality of Montealm, Man.

1679. Lack of fire guards along the line of the Canadian Northern Railway in the District west of Vermillion, Alta.

1680. Height of the tread-steps of the cars of the Montreal Park & Island Railway Company.

1681. Refusal of the Grand Trunk Pacific Railway Company to furnish a cattle pa s on a farm in the N.W. ¼ of Sec. 28, Tp. 34, Range 27, W. 2 M., Sask.

1682. Discrimination by the Toronto, Hamilton & Buffalo Ry. Co., and the Grand Trunk Ry. Co., against the City of Brantford as to the granting of commutation rates.

1683. Killing of a cow on the Canadian Northern Railway 2½ miles east of Ranfurly, April 24th, 1910.

1684. Violation of the Railway Act by the Chatham, Wallaceburg and Lake Erie Railway Company, in the operating of their railway in the City of Chatham.

1685. Delay to freight from Winnipeg to La Pas, Sask., via the Canadian Northern Railway; also the shipping of freight in coal cars by that Company.

1686. Inadequate car supply on the Canadian Northern Quebec Railway, especially for shipments between St. Elizabeth and St. Cuthbert, Que.

1687. Telegraph rates of the Canada Atlantic Railway Co. (G.T.R.), being above the regular rate to points in Ontario.

1688. Switching charge by the Canadian Pacific Railway Company on a car ordered to Brandram Henderson Co's. Siding, Montreal.

1689. Grand Trunk Pacific Railway Company, for not providing a suitable crosing at a homestead in the S.E. ¼ of Sec. 36, Tp. 53, Range 10, W. 5 M., Alta.

1690. Canadian Northern Railway Company, for not furnishing a farm crossing on the S.E. ¼ of Sec. 32-14-21, Manitoba, also the unsatisfactory condition of crossing on the N.W. quarter of same section.

1691. Damage to property in S.E. and N.W. ¼ Sec. 32-19-21, W. 2 M., Sask., by fire, caused by a Canadian Northern Railway engine.

1692. Inadequate train service between Ridgeway and Buffalo on the Grand Trunk Railway.

1693. Bay of Quinte Railway Company, for refusing to carry a passenger from Harrowsmith to Kingston.

1694. Closing of a crossing on a farm at St. Leonard, N.B., by the Canadian Pacific Railway Company.

1695. Closing of a crossing on a farm at St. Leonard, N.B., by the Canadian Pacific Railway Company.

1696. Closing of a crossing on a farm at St. Leonard, N.B., by the Canadian Pacific Railway Company.

1697. Accumulation of railways along one line.—requesting a deviation of the C.P.R. or G.T.P. where they propose crossing the South Saskatchewan, near Coxby.

1698. Lack of fencing and farm crossing on the Canadian Northern Railway through farm in the N.E. 28-24-28, W. 2, Sask.

1699. Inadequate fruit train service from Grimsby, Beamsville, Winona, and Grimsby Park.

1700. Overcharge on bark, shipped to Kingston from various points on the Gatineau Railway, by the Canadian Pacific Railway Company.

1701. Canadian Northern Railway Company, for not settling for right of way on N.W. ¼ of Sec. 32 and 33, W. 1 M., Man.

1702. Scarcity of cars for loading hay on the line of the Canadian Northern Railway at Berthierville, Que., and other points in that vicinity.

1703. Canadian Pacific Railway Company, for late delivery of an excursion, Lindsay to Guelph, and for not allowing the Institution running the Excursion, a percentage of the proceeds.

1704. Edmonton City Street cars passing over a railway crossing without the Conductor getting off in the proper manner and giving the Motorman a "clear" signal.

1705. Action of the Montreal and Southern Counties Railway Co., in changing its rule in regard to accepting tickets issued by the G.T.R.,— with less than two days' notice.

1706. Proposed transfer track connecting the Canadian Northern Railway with the Canadian Pacific Railway on First Street, Brandon, Man.

1707. Lack of fencing on the Canadian Northern Railway through farm in the Township of Cardiff, County of Haliburton.

1708. Excessive rate charged by the Dominion Express Co. on a jug of mineral water, shipped from Perth, Ont., to Morrisburg.

1709. Blocking of crossing with cars by the Canadian Pacific Railway Company, at North Claremont, Ont.

1710. Shipments originating in the United States being diverted from the routing given on the bills of lading, resulting in extra charges for cartage.

1711. Unsatisfactory service given by the Canadian Northern Quebec Railway Company at Ste. Sophie de la Corne.

1712. Unsatisfactory service given by the Canadian Northern Quebec Railway Company at New Glasgow, Que.

1713. Refusal of the New Ontario Transmission Company to carry goods on the Sturgeon Lake.

1714. Service received from the Simcoe, Huntsville and Lake of Bays Navigation Company.

1715. Lack of fencing on the Canadian Pacific Railway through farm in the vicinity of Ralph Station, Sask.

1716. Dismissal of an employee from the service of the Canadian Northern Railway Company at Calgary, Alta., without good cause.

1717. Excessive charges on a shipment of extracts and jelly powder from Toronto to Vancouver by the Grand Trunk Railway Company.

1718. Lack of a proper private crossing on farm half mile east of Quadra Siding, being in Sec. 28-13-25, W.P.M., Man., on the Grand Trunk Railway.

1719. Refusal of the Canadian Pacific Railway Company to refund for unused return portion of ticket, Yorkton to Gretna.

1720. Overcharge by the Canadian Pacific Railway Company on dry batteries between Toronto and Montreal.

1721. Lack of fire guards on the Canadian Northern Railway between Stettler and Red Deer River.

1722. Lack of fencing on the Canadian Northern Railway, Prince Albert to Battleford line, in the neighbourhood of the Townsite of Shelbrook.

1723. Four horses killed on the Canadian Pacific Railway at S.W. Sec. 14-39-27, W. 4, Alta., owing to the Railway Company's Engineers taking the fence down.

1724. Refusal of the New York and Ottawa Railway Company to allow a party to ride on regular train, Newington to Cornwall, after selling him an excursion ticket.

1725. Refusal of the Grand Trunk Railway Company to pay claim for value of oil lost in transit, Toronto to Belleville.

1726. Closing of farm crossing by the Canadian Pacific Railway Company, east of Rockhaven on the Maniwaki Branch.

1727. Refusal of the Canadian Northern Railway Company to pay claim for cow killed near the town of Davidson, Sask., owing to the right of way not being fenced.

1728. Inadequate train service provided by the Canadian Pacific Railway Company at Indian Head, Sask.

1729. Discrimination in lumber rates between Warman and Lloydminster, on the Canadian Northern Railway.

1730. Incompetent men operating passenger trains on the Grand Trunk Railway out of London, Ont.

1731. Refusal of the Canadian Pacific Railway Company to settle claim for two heifers killed on their line at Creston, B.C.

1732. Proposed crossing of the Gugy Estate by the Quebec Railway Light and Power Co., with a branch from a point near Beauport Station to the Kent House, Montmorency Falls.

1733. Failure of the Canadian Northern Railway Company to fence their line through farm in the vicinity of Craik, Sask.

1734. Flooding of cellars and lands at St. William, owing to the Grand Trunk Railway Company damming the water back.

1735. Damage to hay lands in the locality of Big Valley, south of Stettler, owing to engines of the Canadian Northehrn Railway Company setting fires.

1736. Vessels, going into load on the Fraser River, having to lower their masts in order to get under the wires of the British Columbia Electric Railway Company.

1737. Excessive freight rates charged by the Canadian Pacific and Grand Trunk Railway Companies on folding paper boxes, Ottawa to Montreal.

1738. Proposed line of the Canadian Northern Railway Company along South Railway Street, in the City of Regina.

1739. Refusal of the Grand Trunk Railway Company to deliver to or accept freight from a Toronto firm.

1740. Use of spur on Railroad Alley, Hagersville, by the Michigan Central Railroad Company, for a general business siding, when it was constructed on the understanding that it be used for a milling company only.

1741. Delay of the Canadian Pacific Railway Company in furnishing siding on the Fort William Industrial and Development Company's site on Christina Street.

1742. Existing conditions on the Canadian Northern Quebec Railway Company's St. Jerome-Arundel line, as to seating accommodation, lack of men to handle baggage, and defective track.

1743. Action of the Canadian Northern Railway Company in removing the Agent and closing the station at Silver Mountain, Ont.

1744. Cow killed on the Canadian Pacific Railway near Killam, Alta., owing to the cattle guards being of no use.

1745. Inefficiency of cattle guards in use on the Grand Trunk Pacific Railway in Alberta.

1746. Lack of fencing on the Canadian Northern Railway through farm near Kakabeka Falls, Ont.

1747. Discrimination by the Canadian Pacific Railway Company in rates on coal from Fort William and Port Arthur to Lang, Sask.

1748. Discrimination in express and cartage service in the City of Hamilton, Ont., in favour of the older portions of the City.

1749. Condition of the Grand Trunk Pacific Railway Company's crossing on road allowance between Sections 28 and 29, in Tp. 34, Range 27, W.2.M., Sask.

1750. Inadequate accommodation provided by the Grand Trunk Railway Company between Ste. Martine and Beauharnois.

1751. Action of the Temiscouata Railway Company in closing up Otterburn flag station.

1752. Cow killed on the Canadian Northern Railway near Vista, Man., owing to there being no cattle guards.

1753. Incompetent men used in the train service of the Grand Trunk Railway during the strike.

1754. Unsatisfactory train service on the Winnipegosis Branch of the Canadian Northern Railway.

1755. Rates charged by the Great Northern Railway Company on lumber from Tynehead to Cloverdale.

1756. Unsettled claim against the Grand Trunk Railway Company on farm implement shipped from Montreal to St. Ephren Station, Que.

1757. Extra charge for ordinary baggage by the Otonabee Navigation Company, when same has been checked through from Toronto to Sturgeon Point by the Canadian Pacific Railway Company.

1758. Canadian Northern Railway Company entering on lands at Clarkleigh, Oak Point, damaging same, and refusing to pay for the damage or the land.

1759. Overcharge by the Dominion Express Company on shipment of strawberries from Burlington, Ont., to Winnipeg and Brandon.

1760. Unsatisfactory farm gates supplied by the Great Northern Railway Company.

1761. Canadian Northern Railway Company, for not fencing their line and not paying for right of way across farm near Camrose, Alta.

1762. Dangerous condition of bridge over the Atlantic and Lake Superior Railway at Rock Cut, New Richmond.

1763. High classification of the railroads for shipments of logs and piling from the vicinity of Port Arthur, Ont., to Winnipeg.

1764. Canadian Pacific Railway Company, for pumping out the refuse of their softening plant at Wapella, Sask.

1765. Differential rate of one cent per hundred pounds which exists against the Port of Halifax.

1766. Excessive Immigrant fares from the Port of Halifax.

1767. Discrimination in express rates against the Port of Halifax.

1768. Failure of the Canadian Pacific and Canadian Northern Railway Companies to supply sufficient cars for shipments from Berthierville, Que.

1769. Proposed construction of spur for the Canadian General Electric Company across Park Street and along Albert Street, Peterborough.

1770. Failure of the Canadian Pacific Railway Company to furnish palace horse car at St. John for shipment of horses to the west.

1771. Discrepancies in passenger rates from Aldergrove, B.C., to New Westminster and Vancouver, on the Great Northern Railway.

1772. Rate on hay from Toronto, Montreal and principal points in the East, to the West.

1773. A party having to pay fare over the Grand Trunk Railway from Toronto to Gananoque, when holding transportation via the Canadian Pacific Railway, owing to incorrect information given by the G.T.R. employees at Hamilton.

1774. Unsatisfactory cattle guards on the Grand Trunk Pacific Railway in the vicinity of Yarbo, Sask.

1775. Unsettled claim against the Canadian Pacific Railway Company for excess freight charges on five cars of lumber shipped from Fassett, Que., to St. Timothée

1776. Excessive rate charged for trains to pick up pulpwood and piling on the Port Arthur and Duluth Extension, of the Canadian Northern Railway.

1777. Atlantic & Lake Superior Railway Company, for unloading a shipment of hay at Caplin, Ont., into mud, and in the open air, not notifying the Consignee until two days after, resulting in damage to the hay.

1778. Stop over at points on the Canadian Pacific and Grand Trunk Railways.

1779. Delay in opening for traffic, the Thunder Hill Branch of the Canadian Northern Railway from Pelly Siding west.

1780. Refusal of the Canadian Pacific Railway Company to settle claim for cow killed near Chaplin, Sask.

1781. Overcharge on carload of oats from Hepburn, Sask., to Nakusp, B.C., via Canadian Northern and Canadian Pacific Railways.

1782. Inadequacy of the cattle guards installed at the crossings of the Grand Trunk Railway in the vicinity of Camperdown, Ont.

1783. Agreement between Brantford City Council and the Brantford Street Railway Company, providing for a year's extension on the completion of the Eagle Place and West Brantford lines.

1784. Lack of a suitable public crossing to and from the station at Guelph Junction, on the Canadian Pacific Railway.

1785. Failure of the Grand Trunk Railway Company to furnish C.P.R. refrigerator for shipment of apples from Belleville, Ont., to Winnipeg.

1786. Rate charged by the Bell Telephone Company for a residential phone in the City of Toronto.

1787. Rate charged by the Bell Telephone Company for residential phone in the City of Toronto.

1788. Residental telephone rate on De Lisle Street, Toronto.

1789. Discontinuance of a Telephone service by the Bell Telephone Company in the City of Toronto, owing to the Subscriber using unseemly language to "Central."

1790. Lack of a shelter for passengers at Merle Siding on the Brandon & Regina Extension of the Canadian Northern Ry.

1791. Young, inexperienced officials on the railways being the cause of accidents which result in the dismissal of the train hands and sectionmen.

1792. Blocking of crossing of the Central Ontario Railway on main road between the Town of Trenton and the Grand Trunk Railway Depot.

1793. Handling of freight by the Windsor, Essex and Lake Shore Rapid Railway Company in the business part of the Town of Essex, also of the team track on Main Street.

1784. British Columbia Electric Railway Company calling their stop at "Cheese Factory"—Langley.

1795. Rate on petroleum and its products from Petrolia, Ont., to Winnipeg, Man., via Grand Trunk, Canadian Pacific, and Canadian Northern Railways.

1796. Lack of cattle guards in the vicinity of Rama, Sask., on the Winnipeg-Edmonton line of the Canadian Northern Railway.

1797. Inadequate car supply for sand shipments from Hamilton, Ont., to Guelph, Ont.

1798. Canadian Pacific Railway Company not settling claims for overcharge in switching in the Montreal Terminals, Union Jacques Cartier Jct., to Mile End.

1799. Failure of the Grand Trunk Railway Company to furnish means of transportation to Montreal for passengers on train No. 57 derailed about eighteen miles from Montreal, August 28th, 1910.

1800. Non-settlement of claim against the Canadian Pacific Railway Company for loss of shipment of sugar from Regina to Trossachs, Sask.

1801. Lack of crossing over the Grand Trunk Pacific Railway on property at Spruce Grove, Alta.

1802. Discrepancies in rates on flour from Lemberg to Winnipeg and Fort William via the Canadian Pacific Railway.

1803. Car shortage on the Grand Trunk Railway at St. Remi, Que.

1804. Damage to crops on a farm at L'Annonciation, Que., owing to the farm gate on the Canadian Pacific Railway being left open.

1805. Connection between the Canadian Pacific and Kingston and Pembroke Railways at Sharbot Lake.

1806. Removal of fences and unsatisfactory drainage on the Brockville, Westport and Northwestern Railway (C.N.R.) at Delta.

1807. Unsatisfactory condition of crossings on the Canadian Northern Railway in the Rural Municipality of St. Francois Xavier, Man.

1808. Proposed crossing of the gravel road in the Township of Sidney, east of Lot 32, Con. 1, by the Canadian Northern Ontario Railway.

1809. Canadian Northern Railway Company not publishing tariff covering through rates on coal, Rosetown to Kindersley.

1810. Treatment received by passenger travelling from Cornwall to Ottawa, Sept. 9th, 1910, by Ottawa & New York Railway special train.

1811. Train service on the Prescott Branch of the Canadian Pacific Railway, September 11th, 1910; also against conditions at Brays.

1812. Excessive rates charged by McDonald & O'Brien, Contractors, for the carriage of pulpwood and other commodities, on the National Transcontinental Railway.

1813. Damages to the Gordon Creek property at Yale, B.C., by the Canadian Pacific Railway Company.

1814. Refusal of the Canadian Northern Railway Company to furnish a crossing at Banning, Ont.

1815. Lack of sleeping car accommodation on the Canadian Pacific Railway from Winnipeg, September 6th, 1910.

1816. Excessive freight rates on car of settlers' effects from Sumas, Wash., to Muenster, Sask.

1817. Non-settlement of a claim against the Canadian Northern Railway Company for loss of goods shipped from Rosetown to McLean, Sask.

1818. Damage to flowage of property, being part of Lot 3, Con. 4, Township of Yarmouth, by the London & Lake Erie Transportation Company.

1819. Rate charged by the Bell Telephone Company for a residential phone at Deer Park, Toronto.

1820. Failure of the Grand Trunk Railway Company to supply sufficient cars for hay shipments at St. Michael de Napierville.

1821. Construction of spur line by the Canadian Northern Railway Company from old E. Y. & P. line across a private property and River Street into a lumber yard on south side of the Saskatchewan River, in the City of Strathcona.

1822. Fencing up of a township line at Whitla, Alta., by a Railway Company, thus separating a Settler's homestead from his pre-emption.

1823. Increased rate charge by the Dominion Atlantic Railway Company on fish shipments between Digby and St. John.

1824. Rate charged by the Canadian Pacific Railway Company on meat meal, Toronto to London.

1825. Train service on the Grand Trunk Railway between Canfield Jct., and Cayuga, Ont.

1826. Excessive cartage charge on shipment of fruit by the Dominion Express Company at Edmonton, Alta.

1827. Coldness of the Section dwellings on the Hudson Bay & Saskatchewan Railway, (C.N.R.).

1828. Train service provided by the Canadian Pacific Railway Company at Cheadle. Alta.

1829. Blocking of the Canadian Pacific Railway Horne Ave. crossing at Mission City, owing to cars being left on the crossing.

1830. Excessive express charges on a canoe shipped from Maniwaki to Brockville.

1831. Discrimination in rates on live stock betweeen Woodstock and St. Marys.

1832. Quebec, Montreal & Southern Railway Company neglecting to maintain its fences and cut the weeds along the line opposite properties Nos. 42, 51, 52 and 54 in the Parish of Veorennes, Que.

1833. Increase in rates on live hogs from various points to Toronto.

1834. A Railway Company crossing property at Lumsden, Sask., and not settling for same.

1835. Blocking of Elizabeth Street crossing (now Runnymede Road) Toronto, by the Canadian Pacific Railway Comapny.

1836. Grand Trunk Pacific Railway Company fencing across the road allowance between Sections 13 and 14, Township 53. Range 5, w. 5 m.. Alta., without putting in a crossing.

1837. Excessive rate charged by the Canadian Pacific Railway Telegraph Company for telegrams to Fort George.

1838. Damage to household effects while in transit, Montreal to Calgary, via the Canadian Pacific Railway.

1839. Price charged for magazines and periodicals at book stalls on the Railways.

1840. Rates of the Canadian Pacific Railway Company on incoming and outgoing freight at Kenora.

1841. Rate charged by the Bell Telephone Company for a telephone at Westboro, Ont.

1842. Canadian Pacific Railway Company making a stop-off charge on shipments of lumber at North Bay, Ont.

1843. Bell Telephone Company charging a commercial rate of $45.00 per annum for a residential phone in the City of Toronto.

1844. Excessive telephone rates charged by the Bell Telehpone Company for telephones just outside city limits.

1845. Express service provided by the Dominion Express Company at Tilston, Man., the Agent at that point refusing to collect express tolls.

1846. Grand Trunk train No. 63, Muskoka Express, not stopping at Kilworthy, Ont., for a passenger who held a ticket for that point.

1847. Telephone Service provided by the Bell Telephone Company from Montreal to Lachine.

1848. Montreal Light, Heat and Power Company not allowing a reduction in rate unless a contract with them for five years is signed.

1849. Freight classification on gas.

1850. Exhorbitant charge made by the Bell Telephone Comapny for extension telephones and attachments in the City of Toronto.

1851. Non-settlement of claim against the Canadian Pacific Railway Company on car of fish from Port Arthur to Toronto.

1852. Canadian Pacific Railway Company, for steer killed owing to their cattle guards not being effective.

1853. Canadian Northern Railway Company, for cow killed at Somerset, Man., on account of the fencing not being in good condition.

1854. Change of time of departure of Canadian Pacific Railway North Shore train from Union Station, Ottawa, without reasonable notice of same.

1855. Overcharge on a parcel of books by the Dominion Express Company, shipped from Calgary to Stettler.

1856. Canadian Pacific Railway Company, for not giving satisfaction in the matter of claims for lost and damaged freight.

1857. Canadian Express Comapny, for refusing to settle a claim for loss of an oyster apil while in transit Whitchurch to London, Ont.

1858. Rate on potatoes from Port Arthur to Winnipeg as compared to rate from Winnipeg to Port Arthur.

1859. Canadian Pacific Railway Comapny not settling fully for damages caused by fire at Haywood, Man., started by their locomotive.

1860. Lack of fencing on the Canadian Pacific Railway in the vicinity of Castlegar Jct., B. C.

1861. Bell Telephone Comapny, for cutting off a Merrickville Subscriber's connection with Burritts' Rapids and Kilmarnock, making his phone practically useless to him and refusing to remove it until expiration of contract.

1862. Delapidated condition of the Grand Trunk Railway Comapny's Ferguson Avenue Station, Hamilton, Ont.

1863. Delay to freight from Hamilton and Toronto for Corunna, owing to it being held up by the Canadian Pacific, Grand Trunk and Toronto, Hamilton and Buffalo Railway Cos.

1864. Delay to car of flour shipepd to Caraquet, N.B., from Dresden, Ont.

1865. Refusal of the Canadian Pacific Rai way Company to settle claim for overcharge on coal shipped from Prescott to Perth.

1866. Refusal of the Canadian Pacific Railway Company to settle claims for loss of hay and cattle killed at Pilot Mound, Man.

1867. Poor time made by train No. 73 on the North Shore Montreal-Ottawa line of the Canadian Pacific Railway.

1868. Temiscouata Railway Company charging a minimum weight of 40,000 lbs. on car-loads of lumber from Cabona, Que. toall Canadian points.

1869. Proposed diversion of La Cote St. Etienne road, between lots 274 and 275, on the Canadian Northern Ontario Railway in the Parish of St. Benoit.

1870. Discrimination by the Railways in the matter of delegates' fares to attend annual conventions.

1871. Non-delivery of a lettergram from Winnipeg, Man., to a party in Huron, S. Dak., by the Canadian Pacific Railway Telegraph Co.

1872. Refusal of the Canadian Pacific Railway Company to settle claim for a heifer killed on their line near Tuffnell, Sask.

1873. Killing of two young colts on the Waltham Branch of the Canadian Pacific Railway owing to alleged carelessness on the part of the train crew.

1874. Excessive rates charged by the Upper Columbia Transportation Company on household effects from Golden to Wilmer.

1875. Cow killed on the Grand Trunk Pacific Railway near Edgerton, Alta., owing to the crossing not being in proper shape.

1876. Discrimination in rates by Express Companies, in favour of Mail Order Houses in Toronto.

1877. Caraquet and Gulf Shore Railway Company, for not settling claim for damage to shipment of flour from Dresden to Caraquet, N.B.

1878. Canadian Pacific Railway Company charging two cents more for grain haulage from Midale, Sask., than the Canadian Northern Railway Company charge from a competitive point just south of Midale.

1879. Lack of cattle guards at crossings of the Canadian Pacific Company in the Township of Matchedash.

1880. Discrimination by the Railway Companies in rates on sheathing paper, Hawkesbury to Winnipeg.

1881. Refusal of the Canadian Pacific Railway Company to settle claim for cow killed near Nakusp, B.C.

1882. Proposed change in location of G.N.W. Telegraph Office and Canadian Express Company's office, from a point in the village of St. George, Ont., to the Grand Trunk Railway Station.

1883. Supplying of stale drinking water and lack of drinking cups in coaches of trains between Lethbridge and Carmangay, on the Canadian Pacific Railway.

1884. Delay in construction of crossing which the Board ordered across Henderson Street, Grayson, on the Canadian Pacific Railway.

1885. Bell Telephone Company, for changing the rate of a Subscriber at Lachine Locks, Que.

1886. Discrimination in the matter of week-end fares by the Canadian Pacific Railway Company in favour of Cities.

1887. Delay at Fort Frances owing to the Canadian Northern Railway Company running no trains, on account of burnt bridge at Rainy River.

1888. Lack of fencing on the Canadian Pacific Railway in the Townships of Ralph, Buchanan and Wylie, County of Renfrew.

1889. Algoma Central Railway Company, for furnishing small cars instead of the standard size at Island Lake; also *re* lack of shelter at that point.

1890. Grand Trunk Railway Company, for neglecting to maintain the ditches along its right of way on lot 215 of the Parish of St. Blaise, Que., resulting in serious damages.

1891. Ashdown Hardware Company, Calgary, Alta., refusing permission to the Canadian Pacific Railway Company to extend their spur or cross their property in order to provide siding facilities for another firm.

1892. Lack of fencing on the Canadian Pacific Railway between Castlegar Jct., and Trail.

1893. Refusal of the Canadian Pacific Railway Company to settle claim for damage to household goods shipped from Montreal to Fort William.

1894. Loss sustained owing to delay to shipment of cattle from Mundare and Vermilion on the Canadian Northern Railway, to the Canadian Pacific Railway Yards at Winnipeg.

1895. Losses on hogs in shipments picked up at various places along the line, owing to Conductors not being responsible for the count of the number of hogs loaded at each point.

1896. Slow handling of stock by the Canadian Pacific Railway Company, from Solsgirth, Man.

1897. Canadian Northern Railway Company, for not settling for cattle killed near Altamont, Man.

1898. Conditions of fencing and ditching, and lack of farm crossing on the Canadian Northern Quebec Railway, and condition of drainage on the Canadian Pacific Railway in the Parish of Portneuf, Que.

1899. Proposed spur of the Canadian Northern Railway Company running from Russell Street to Fifth Street in the City of Brandon, Man.

1900. Overcharge on a shipment of wire barrel whoops, made from Montreal to Moosejaw on November 27th, 1909, via Merchants-Mutual Line to Fort William, thence Canadian Pacific Railway to destination.

1941. Delay in getting stock unloaded in the Canadian Pacific Railway Yards at Winnipeg.

1902. Poor facilities for handling stock on the Canadian Northern Railway.

1903. Note in freight classification on safes, reading.—"Safes of 1,000 pounds each or over to be loaded and unloaded by owners." Canadian Classification No. 14, Iron Safes, Item 48.

1904. Canadian Northern Railway Company, for removing plank from the public crossing on the Morris and Brandon Branch, Tps. 7 and 8, Ranges 17 and 18, Municipality of Oakland, Man.

1905. Delay to telegrams between Spy Hill and Langenburg, via the Canadian Pacific Railway Telegraph.

1906. Grand Trunk Railway Company, for not refunding a passenger for extra expenses caused by strike, it being necessary for him to return to Brantford from North Bay via Sudbury.

1907. Michigan Central Railway Company, for refusing to honour Tariffs C.R.C. 1506, 1532, and 1684.

1908. Construction of certain culverts by the Great Northern Railway Company in such a way as to cause water to flow upon a private property at Port Kells, B.C.

1909. Refusal of the Canadian Pacific Railway Company to settle claim for loss of business owing to two consignments of incubators for Walhachin, B.C., going astray.

1910. Unreasonable freight rates on pulpwood from Quisibis, N.B., on the Canadian Pacific Railway.

1911. Freight rates on wheat from Cupar, Sask., to Saskatoon, as compared with rate to Fort William, on the Canadian Pacific Railway.

1912. Refusal of the Canadian Pacific Railway Company to allow a resident of Menaik Siding, five miles north of Ponoka, Alta., to flag their Sunday train in order to go to church.

1913. Excessive rates charged by the Canadian Pacific Railway Telegraph Company for their Saturday Associated Press news service.

1914. Loss and damage to merchandise in transit to Margo, Sask., on the Canadian Northern Railway.

1915. Overcharge by the Canadian Pacific Railway Company on plough shipped from Saskatoon to Outlook.

1916. Canadian Pacific Railway Company, for diverting a brook running through a farm near Florenceville Station.

1917. Unsatisfactory service of the Napierville Junction Railway.

1918. Canadian Pacific Railway Company, for not maintaining an Agent at Garden, Ont.

1919. Non-use of stools or steps for passengers to board or leave trains at stations on the Grand Trunk Railway lines east, and the Intercolonial Railway.

1920. Train service on the Canadian Pacific Railway Branch Line from Farnham to St. Guillaume, Que., known as the Montreal and Atlantic Railway.

1921. Train service on the Canadian Pacific Railway Branch Line from Farnham to St. Guillaume, known as the Montreal and Atlantic Railway.

1922. Train Service on the Canadian Pacific Railway Branch Line from Farnham to St. Guillaume, known as the Montreal and Atlantic Railway.

1923. Train service on the Canadian Pacific Railway Branch Line from Farnham to St. Guillaume, known as the Montreal and Atlantic Railway.

1924. Train service on the Canadian Pacific Railway Branch Line from Farnham to St. Guillaume, known as the Montreal and Atlantic Railway.

1925. Elevation of culvert where the Canadian Northern Quebec Railway crosses Lake St. François, near Newaygo Station.

1926. Lack of a station siding at Larchwood, Ont., on the Canadian Pacific Railway.

1927. Low wages paid Sectionmen and Laborers on the Brandon, Saskatchewan and Hudson Bay Branch of the Great Northern Railway.

1928. Slow movement of freight between Marieville and Montreal, Que., via the Central Vermont Railway.

1929. Lack of fencing and unsatisfactory condition of farm crossing on the Atlantic, Quebec & Western Railway at Cap d'Espoir.

1930. Canadian Northern Railway Company, for not paying for right of way through farm, S.W. ¼ 12-47-20, W. 4, near Camrose, Alta.

1931. Canadian Northern Railway Company, for not paying full value for right of way through farm in Sec. 33, Tp. 42, Range 14, west of the third Meridian, Sask.

1932. Two horses killed on the Canadian Pacific Railway near Ericson, B.C., owing to there being no fencing on one side of the right of way, and no cattle guards of any kind.

1933. Demurrage charges against a Toronto firm by the Canadian Pacific Railway for the month of October 1910.

1934. Refusal of the London and Lake Erie Railway and Transportation Company to sell a book of tickets for fifty rides from St. Thomas to London, Ont.

1935. Storage charges made by the Canadian Pacific Railway Company on one suit case and two trunks at Place Viger Station, Montreal, Que.

1936. Overcharge by the Canadian Pacific Railway Company on car of evaporated milk from Chesterville, Ont., to Vancouver, B.C.

1937. Freight classification of the Thetford Pulp goods.

1938. Excessive charges on freight to and from Newport Island, Gaspé, P.Q.

1939. Canadian Northern Railway Company, for not making settlement for land occupied by their railway in the northeast quarter of Sec. 14, Tp. 5, Range 13, W. 2. M., Sask.

1940. Unsatisfactory farm crossing provided by the Canadian Northern Railway Company in the Township of Paipoonge, Ont.

1941. Grand Trunk Railway Company, for damage to shipment of berries from Jordon, Ont., owing to their not being loaded in time.

1942. Proposed changes in crossing at the corner of James and Hunter Streets, Hamilton, Ont., on the Toronto, Hamilton and Buffalo Railway.

1943. Carload rate on trunks and valises when shipped in cars with goods included in the saddlery list of the Canadian Classification No. 15.

1944. Telephone system being installed by the Town of Camrose, Alta., interfering with other wires already erected.

1945. Canadian Northern Railway Company, for taking down fences on a farm in the N. E. ¼ of Sec. 30, Tp. 40, Range 18, W. 4. M., Alta., and refusing to pay for land occupied by them until their plans have been approved.

1946. Express rate to be charged on milk in bottles.

1947. Canadian Northern Railway Company, relative to price offered for land in the S. E. ¼ of Sec. 5, Tp. 28, Range 2, W. 2. M., Sask., also *re* hay destroyed by stock due to fence being torn down.

1948. Excessive coal rate from Round Hill, Alta., to Eastern Alberta as compared with rate from Edmonton, on the Canadian Northern Railway.

1949. Cattle facilities at Moosejaw Stockyards, and the class of feed supplied.

1950. Variation in weights found on shipments handled by Express Companies.

1951. Blocking of Guy Street Crossing, Montreal, by the Grand Trunk Railway Company.

1952. Classifying of rough stone as dimension stone by the Canadian Pacific Railway Company.

1953. Telegraph rates of the Great North Western Telegraph Company between Quebec and La Tuque, Que.

1954. Overcharge made by the Canadian Pacific Railway Company on Settlers effects from West Scio, Oregon, to Kamsack, Sask.

1955. West Kootenay Power and Light Company stringing wires across railway tracks without the authority of the Board.

1956. Unsatisfactory handling of stock, Didsbury, Alta., to Strathcona, Alta., by the Canadian Northern and Canadian Pacific Railway Companies.

1957. Ticket series and train accommodation on the Quebec, Montreal and Southern Railway, between St. Lambert and Contrecœur.

1958. Inability to procure wood owing to shortage of cars on the Canadian Northern Railway, in the West.

1959. Overcharge on pulpwood by the Canadian Pacific Railway Company owing to error in rate shown on tariff.

1960. Inefficient cattle guard protection on the line of the Grand Trunk Pacific Railway Company.

1961. Canadian Northern Express Co., for delivering a shipment to St. Justin which was addressed to St. Bartheleme, also re excessive charges on same.

1962. Pullman Sleeping Car rates between Brantford and Montreal.

1963. Coldness of station and poor train service of the Quebec, Montreal and Southern Railway at St. Lambert, Que.

1964. Injuries received due to guy wires from the Bell Telephone Company's pole on their line between Stirling and Marmora, Ont.

1965. Dangerous crossing of the Canadian Pacific Railway on farm at Ancienne Lorette.

1966. Rates on hogs from various points to Amherstburg, Ont., via the Père Marquette Railway.

1967. Poor train service provided by the Quebec, Montreal and Southern Railway Company between Montreal and Pierreville; also re poor condition of passenger cars and engines.

1968. Unloading facilities at Brock, Sask., on the Goose Lake Branch of the Canadian Northern Railway.

1969. Excessive freight rates on fish, Halifax to Smith's Falls, Ont.

1970. Unsafe condition of bridge over the Montreal and Southern Counties Railway at Mill Street, Montreal, Que.

1971. Unsettled claim against the Alberta Railway and Irrigation Company for delay and damage to shipment of goods from Hitchcock, South Dakota to Kimball, Alta.

1972. Crossings of the Grand Trunk Pacific Railway in the Rural Municipality of Perdue No. 346.

1973. Piling permit of the Canadian Pacific Railway Company required to be signed by owners of pulpwood awaiting shipment at sidings.

1974. Accommodation on mixed trains between Melville and Rivers on the line of the Grand Trunk Pacific Railway.

1975. Fare between Woodstock and Newburg Jct., on the line of the Canadian Pacific Railway.

1976. Discrimination in favor of Saskatchewan and against Manitoba in the matter of excursion rates to points in the United States.

1977. Canadian Northern Railway Company, for charging local rate on flour from Rapid City ,Man., to Hallboro, instead of through rate from Rapid City to destination via Hallboro.

1978. Excessive charges made on fish by the Dominion Atlantic Railway Company, between Digby and St. John.

1979. Esquimalt and Nanaimo Railway Company, for discharging a Brakeman owing to his refusal to work with an improperly equipped caboose.

1980. Freight classification on steel products.

1981. Excessive charge by the Bell Telephone Company for extension telephones at Lindsay, Ont.

1982. Rate charged by the Dominion Express Company on five pound package from Montreal, Que., to Perth, Ont.

1983. Treatment of live stock in transit on the Canadian Northern Railway.

1984. Attitude of the Canadian Northern Railway Company with regard to settlement with farmers for right of way along their Alberta Midland Railway.

1985. Excessive charge by the Canadian Northern Express Company on an eight pound package, Stamford, Conn., to Winnipeg.

1986. Unsatisfactory handling of stock shipments at Red Deer, Alta., on the Canadian Pacific Railway.

1987. Grand Trunk Railway Company, with reference to the free time to be allowed in connection with the diversion or reconsignment of traffic.

1988. Increased rate charged by the Bell Telephone Company in Toronto for new style long distance telephones.

1989. Two horses killed on the Canadian Pacific Railway near Manson, Man.

1990. Unsatisfactory detective service rendered by the Canadian Pacific Railway Company in the District of Montreal.

1991. Refusal of the Canadian Northern Railway Company to settle claim for horse killed near Canora, Sask., August 26th, 1910.

1992. Cars in trains being uncoupled at one end only, when being weighed on track scales.

1993. Canadian Pacific Railway Company, for handling poultry shipments from points in Ontario to Radisson, Sask., via Saskatoon, instead of delivering them to the Canadian Northern Railway Company at Winnipeg as per Shipper's request.

1994. Freight rates on coke from Buffalo to Hamilton on the Grand Trunk Railway.

1995. Danger to mail drivers of being struck by westbound trains when exchanging mail with eastbound trains at Stoney Point, Ont., on the Grand Trunk Railway.

1996. Canadian Pacific Railway Company not issuing second class tickets to the travelling public in the Province of New Brunswick.

1997. Failure of the Canadian Northern Railway Company to keep their Kindersley Subdivision open for traffic during snow storm.

1998. Violation of agreement by the Grand Trunk Railway Company with the Corporation of the City of Toronto, dated October 12th, 1903, in connection with branch line across Front Street and John Street in the said City of Toronto.

1999. Refusal of the Great Northern Railway Company to install an agent at Elko, B. C.

2000. Inconvenience experienced by two passengers owing to their being carried by their destination (Pratt, Man.) and put off at Gateside, on the Canadian Northern Railway.

2001. Central Ontario Railway Company, for running freight trains with one brakeman.

2002. Train service on the Goose Lake Branch of the Canadian Northern Railway.

2003. Refusal of the Quebec Railway, Light & Power Company to check baggage at Quebec Station after 6.00 P.M.

2004. Bell Telephone Company billing a Subscriber with the expense for moving telephone in the City of Montreal.

2005. Canadian Northern Railway Conductor having to go to Sarnia to pass Grand Trunk Railway Company's rules before he was allowed to run over Grand Trunk track into Toronto.

2006. Location of Canadian Pacific Railway Company's crossing at Suffield, Alta., it being near the water tank where overflow puts the road in dangerous condition.

2007. Refusal of the Great Northern Railway Company to furnish duty paid refrigerator cars for traffic from Sapperton to Vancouver

2008. Station facilities at Grasshill, Ont., on the line of the Grand Trunk Railway.

2009. Delay to coal Shipments from Clover Bar siding to Didsbury, Alta., via the Canadian Pacific Railway.

2010. Condition of cattle guards and fences on the Great Northern Railway in the vicinity of Aldergrove, B. C.

2011. Lack of a uniform service with uniform rates, by the Bell Telephone Company in the City of Montreal.

2012. Service of the Great North Western Telegraph Company from Norwich, Ont., to Winnipeg, Man.

2013. Extra charges for telephone by the Bell Telephone Company in Toronto owing to the Subscriber having roomers in his house.

2014. Delay to shipments at Neepawa for points on the Rossburn Extension of the Canadian Northern Railway.

2015. Station facilities at Nickelton, Ont., on the line of the Canadian Northern Ontario Railway.

2016. Refusal of the Canadian Pacific Railway Company to settle claim for horse and cow killed on their right of way in the vicinity of Penhold, Alta.

2017. Lack of station accommodation at Newton Siding on the Canadian Northern Railway.

2018. Canadian Pacific Railway Company, relative to the closing of their station at Lesage.

2019. Canadian Pacific Railway Company, relative to removal of Station Agent from Leross, Sask.

2020. Pilferage and damage to goods delivered at Hymers, Ont., by the Canadian Northern Railway.

2021. Grand Trunk Pacific Railway Company, relative to removal of Station Agent from Clavet, Sask.

2022. Rates on plaster from Alabaster, Mich., to Sarnia, Ont., via the Père Marquette Railway.

2023. Rates of the Dominion Express Company on poultry from Orono to Yarmouth.

2024. Rates charged by the Dominion and Canadian Northern Express Companies, Toronto to Pelly, Sask.

2025. Excessive rates charged by the Dominion Express Company on poultry from Western points.

2026. Rate charged by the Dominion Express Company on sow from Stony Mountain to Marquis, Sask.

2027. Alleged excessive rate charged by the Dominion Express Company on motor cycle, from Trail to Creston, B. C., and return.

2028. Charges made by the Bell Telephone Company for the installation of telephones in the City of Montreal.

2029. Alleged excessive charge by the American Express Company between Sherbrooke and North Hatley, Que.

2030. Dangerous condition of Daniel Street crossing, Arnprior, Ont., on the line of the Grand Trunk Railway.

2031. Lack of Station Agent at Langbank, Sask., on the line of the Canadian Northern Railway.

2032. Alleged excessive rate on hay from St. Edouard to Providence, by the Quebec, Montreal and Southern Railway Co.

2033. Alleged overchrges on car of household goods from Braham, Minn., to Fish, Sask., by the Great Northern and Canadian Northern Railway Companies.

2034. Removal of planks from crossings by the Canadian Pacific and Canadian Northern Railway Companies in the Rural Municipality of Francis No. 127, Sask.

2035. Unsatisfactory condition of crossing of the Quebec Oriental Railway at Maria, Que.

2036. Refusal of the Canadian Pacific Railway Company to settle claim for damage to shipment of bent glass from Toronto to Lethbridge on grounds that shipper signed release form.

2037. Canadian Northern Railway Company, for non-settlement of claim for hay destroyed owing to fire caused by sparks from engine, at Dalmeny, Sask.

2038. Poor train service furnished by the Canadian Northern Railway Company on the Brandon-Regina Line, as compared with the C.P.R. service through that territory.

2039. Poor train service provided by the Canadian Northern Railway Company on the Winnipeg-Virden line.

2040. Poor station accommodation provided by the Canadian Pacific Railway Company at La Nacaza, Que.

2041. Location of the Grand Trunk Railway Company's hog pens at Chatham.

2042. Manner in which merchandise is handled by Railway Companies in general.

2043. Grand Trunk Railway Company's Agent at Everett, Ont., cutting down telephone wire across their tracks at that point.

2044. Dangerous condition of the crossing over the Canadian Pacific Railway at Lot 4, Range 21, Tp. of Magog, Que.

2045. Refusal of the Nakusp and Slocan Railway Company (C.P.R.) to settle claim for heifer killed on their line near Nakusp, B.C.

2046. Alleged excessive freight rates charged by the Canadian Pacific Railway Company on shipments to Alberni, B.C.

2047. Canadian Pacific Railway Company, for refusal to grant Drover's rate on ticket from Hanover to Winnipeg.

2048. Unsatisfactory train service of the Great Northern Railway Company from Nelson, B.C.

2049. Inadequate accommodation and dangerous platform at the Mountain Station of the Great Northern Railway Company at Nelson, B.C.

2050. Refusal of the Grand Trunk Pacific Railway Company to settle claim for injuries received in accident at "Blind Crossing" on the Ennashone Road, near Grand Falls, N.B.

2051. Great Northern Railway Company, for basing charges on car of shingles from Cloverdale to Winnipeg, on the minimum of 30,000 lbs., when their thirty-six foot cars are lower than those of the Canadian Pacific and Grand Trunk Rys.

2052. Dominion Express Company, for not settling in full, a claim for loss of shipment of goods from Montreal to Vancouver.

2053. Alleged discrimination by the Dominion Express Company with regard to rate on lobsters from Digby to St. John.

2054. Great Northern Railway Company, for charging storage on a meat sheet left at Grand Forks, B.C., after having been used on account of dirty condition of car.

2055. Dangerous condition of crossing of the Grand Trunk Railway Company at St. Remi Street, Montreal, Que.

2056. Train service and accommodation provided by the Central Vermont Railway Company at St. Cessaire, Que.

2057. Failure of the Canadian Pacific Railway Company to supply a Shipper with cars at Muniac, N.B.

2058. Shortage of coal at Gap View, Sask., owing to delay in shipment of same by the Canadian Pacific Railway Company.

2059. Condition of highway crossing four miles east of Langham, Sask., on the Canadian Northern Railway.

2060. Operation of snow ploughs out of Toronto on the Canadian Pacific Railway with only one man in charge.

2061. Refusal of the Central Ontario Railway Company to settle claim for blacksmith's post drill broken in transit between Bannockburn and Gilmour, Ont.

2062. That part of Section D of the Express Classification for Canada No. 2, which limits the shipments which may be shipped under this section to five pounds in weight.

2063. Unsatisfactory service given a passenger travelling from Cambray, Ont., to Toronto with his sick son, on the Grand Trunk Railway.

2064. Intercolonial Railway, for not settling claim for household effects lost in transit from South Brewer, Me., to Maria, Que.

2065. Refusal of the Canadian Express Company to accept paper boxes in crates for shipment.

2066. Mileage charge made by the British Columbia Telephone Company in the City of Vancouver, B. C.

2067. Express rates on cream under the new tariff.

2068. Dominion and Canadian Express Companies, for not delivering to the Canadian Northern Express Company at Toronto, shipments originating beyond Toronto for Sellwood, resulting in delay and extra charges.

2069. Alleged excessive charge on shipment of hens from Harrow to Mimico, Ont., by the Dominion Express Company.

2070. Refusal of the Canadian Pacific Railway Company to accept responsibility for cans of milk missing from the station at Winnipeg, Man.

2071. Classification of macaroni and carload freight rate on same from Fernie, B.C., to Winnipeg, Man., by the Canadian Pacific Railway.

2072. Refusal of Express Companies to accept shipments in waterproof paper boxes.

2073. Dangerous condition of the crossing south of the town of Camrose, Alta., on the Vegreville-Calgary Branch of the Canadian Northern Railway.

2074. Construction of level crossings by the Lachine, Jacques Cartier & Maisonneuve Railway Company within the limits of the City of Montreal.

2075. Slow movement of coal from Suspension Bridge to Bowmanville, Ont., by the Grand Trunk Railway Company, after having passed the customs.

2076. Dangerous condition of crossing at Wellington Street, Drayton, Ont., on the Grand Trunk Railway.

2077. Dangerous condition of crossing at Columbia Avenue, North Vancouver, B.C., on the Canadian Pacific Railway.

2078. Negligence of the Canadian Northern Railway Company in not putting a Gateman on the railway and traffic bridge across the Red River at Emerson, Man.

2079. Refusal of the Canadian Pacific Railway Company to stop trains for passengers at St. Phillipe and Lacadia during the winter months.

2080. Delays at Wetaskiwin and Strathcona to shipments of stock from Camrose to Edmonton, on the Canadian Pacific Railway.

2081. Alleged excessive fare charged by the Port Arthur and Duluth Railway Company, (C.N.R.), between Slate River and Harstone.

2082. Condition of fence of the Père Marquette Railway Company through farm at Lot 17, Concession 14, Township of Raleigh, County of Kent, Ont.

2083. Rate charged by the Canadian Pacific Railway Company on tea from Toronto to Calgary, as compared with rate to Vancouver.

2084. Discrimination by the Dominion Express Company in rates on oysters from New Haven, Conn., in favour of Brantford and London as against Guelph, Ont.

2085. Refusal of the Canadian Northern Railway Company to pay amount requested for right of way of their Rossburn Extension through farm at s.w. quarter of Sec. 5, Tp. 28, Range 2, w.2.m., Sask.

2086. Failure of the Canadian Northern Railway Company to supply cars for loading of wood at Menisina, Man.

2087. Express Judgment of the Board, in the matter of charges on returned empties.

2088. Express Judgment of the Board, with regard to the handling of milk and cream.

2089. Charges on a car of hay switched by the Canadian Northern Railway Company to the Canadian Pacific Railway Company's tracks at Winnipeg, Man.

2090. Trouble experienced in obtaining recompense for losses in grain on the Canadian Pacific Railway.

2091. "Stop-over" charge at Dixon, Ill., on car of cordage from Welland to Manlius, Ill., by the Chicago and North Western Railway Company.

2092. Alleged excessive fare charged by the Port Arthur and Duluth Railway Company, (C.N.R.), between Harstone and Stanley.

2093. Refusal of the Canadian Pacific Railway Company to settle claim for damage to freight in transit to Carlstadt, Alta.

2094. One-month limit to the ten-trip tickets of the New York Central Railway Company.

2095. Alleegd discrimination in the matter of freight rates on refined sugar against Picton, P.E.I.

2096. Refusal of the Canadian Pacific Railway Company to settle claim for cow killed on their right of way at Blindline crossing, between Secs. 16 and 21, township 39, Range 27, w.4.m., Alta.

2097. Proposed closing of Creamery Crossing, in the Village of Duncans, Vancouver Island, B.C., by the Esquimalt and Nanaimo Railway Company.

2098. Freight rates on corn from points on the Père Marquette Railway to points on the Canadian Pacific Railway.

2099. Excessive charges by the Dominion Express Company on a parcel from Galt, Ont., to Montreal, Que.

2100. Excessive charge by the Dominion and Western Express Companies, on a package shipped from Chicago to Trail, B.C.

2101. Alleged excessive express charged on shipment of caps from London to Dresden, owing to each parcel being treated as a separate shipment.

2102. Freight rates charged by the Dominion Atlantic Railway Company on haddies from Digby to St. John, N.B.

2103. Alleged excessive fare charged by the Canadian Pacific Railway Company, between Elmira and West Montrose.

2104. Express Judgment of the Board, in the matter of rates on vegetables from St. Jerome to Montreal, Que.

2105. Siding agreement of the Great Northern Railway Company in connection with the construction of a siding on their line about one mile north of Cloverdale, B.C.

2106. Rates charged by the Dominion Express Company on framed pictures from Montreal to the West.

2107. Charge made by the Canadian Pacific Railway Company for diverting a car of lumber ex Bellingham, from Regina to Macklin, Sask.

2108. Inadequate service provided by the Bell Telephone Company in the City of Montreal, Que.

2109. Increase in rates on currency from Ottawa to Winnipeg, Man., and Victoria, B.C., by the Dominion Express Company.

2110. Charge by the Dominion Express Company on returned empty butter boxes from St. Catherines to Smithville, Ont.

2111. Horses and cattle killed on the Canadian Pacific Railway in the vicinity of Pincher, Alta., owing to the fences being in poor condition and crossing gates being left open.

2112. Rate charged by the Dominion Express Company on eggs from Bothwell, Ontario., to New Ontario points.

2113. Dangerous crossing of the Canadian Northern Ontario Railway Company at Manvers Road in the Township of Darlington.

2114. Dangerous crossing of the Canadian Northern Ontario Railway Company at Scugog Road in the Township of Darlington.

2115. Refusal of the Grand Trunk Railway Company to provide farm crossing on Lot 35, Concession 1, Township of Williamsburg, Ont.

2116. Delivery limits of the Dominion Express Company in Moosejaw, Sask.

2117. Refusal of the Grand Trunk Railway Company to deliver cars to a siding at London, Ont., owing to there not being the required clearance between shed and track.

2118. Lack of protection at crossing of the Canadian Northern Railway Company, between Townships 46 and 47, northwest quarter of Section 32, Range 25, W.2.M., Sask.

2119. Closing of crossing by the Canadian Pacific Railway Company at Broadway Street, Carlstadt, Alta.

2120. Inadequate facilities of the Grand Trunk Railway Company's station at Hepworth, Ont.

2121. Delay to the Canadian Pacific Railway Company's stock train between Owen Sound and Toronto, due to the handling of merchandise on same.

2122. Additional charge by the Bell Telephone Company for extension telephone in the City of Toronto, Ont.

2123. Express rates on bread, and the charge for return of empty crates.

2124. Overcharge by the Canadian Pacific Railway Company on a shipment of freight to MacLennan, Ont.

2125. Express rates on samples under the New Classification.

2126. Express rates on cream as contained in the New Classification.

2127. Express rates on cream under the New Classification and charge for return of empty cans.

2128. Express rates on cream under the New Classification and charge for return of empty cans.

2129. Express rates on cream under the New Classification and charge for return of empty cans.

2130. Express rates on milk under the New Classification and charge for return of empty cans.

2131. Express rates on milk and cream under the New Classification and charge for return of empty cans.

2132. Express rates on milk under the New Classification and charge for return of empty cans.

2133. Refusal of the Canadian Pacific Railway Company to sell ten tickets series at St. Phillippe, Que., with the same reduction as granted in similar cases; and train service of the said railway company between that point and Montreal.

2134. Canadian Northern Railway Company, for holding freight at St. Jerome, destined to Shawbridge, Que., when not marked "prepaid."

2135. Excessive freight rates charged by the Atlantic, Quebec and Western Railway Company, from New Carlisle to St. Adelaide de Pabos.

2136. Alleged excessive fare charged by the Canadian Northern Railway Company between Twin City Junction and Fort William.

2137. Dominion Express Company's classification on waist boxes.

2138. Alleged discrimination by the Grand Trunk Railway Company in rates on cypress wood against St. Marys, Ont., and in favour of London and Hamilton.

2139. Canadian Pacific Railway Company and Northern Navigation Company, for refusing to settle claim for cost of teaming a shipment of oats from Little Current to Gore Bay, which should have been handled by the latter company.

APPENDIX B.

LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD FOR THE YEAR ENDING 31st MARCH, 1911.

2117. Application of H. Grant Hannah, Kipp, Alberta, under Sections 258, 284 and 317, for an Order directing the Canadian Pacific Railway Company to provide, construct and maintain a suitable station and railway sidings on the South West quarter of section 29, Township 9, Range 22, West of the 4th Meridian, Province of Alberta. (File 13276).

Order made dismissing the application.

2118. Application of H. Grant Hannah, of Kipp, Alberta, for the cancellation of the Order of the Board No. 7931, dated September 1st, 1909, approving of the change of location of the junction of the Macleod Cut-off, and the Lethbridge-Aldersyde Branch from Section 30, Township 9, Range 22, West of the 4th Meridian, Alberta. (File 9355.2).

Order made rescinding order for diversion.

2119. Complaint of Lt. Col. Sam. Hughs respecting the alleged unsatisfactory train service of the Grand Trunk Railway Company from Lindsay to Haliburton, Ontario. (File 13838).

Judgment reserved. Grand Trunk Railway Co. to furnish a statement of traffic for a complete year. The Chief Operating Officer of the Board to report in the matter.

2120. Complaint of the Township of Calvin respecting the closing of the Canadian Pacific Railway Company's station and telegraph office at Eau Claire, Ontario. (File 13486).

No Order made—The C.P.R. Co., having given its undertaking to furnish certain facilities to the satisfaction of the Complainant.

2121. Application of the Canadian Pacific Railway Company, under Section 178 of the Railway Act, to take certain lands for the construction, operation and maintenance of the Columbia and Western Railway; the land being described as Monte Christo Mineral Claim, Lot 1226, Group 1, Similkameen Division, Yale District, B.C., belonging to Robert Clark and Ella Clark of the City of Grand Forks, B.C., and in *re* the complaint of Robert Clark, of Grand Forks, B.C., in connection with said application. (File 13651).

Order made authorizing the Railway Company to take certain lands, as therein described, subject to the condition that if arbitration is necessary to fix the compensation to be paid by the Railway Company, the arbitrators shall have power to make proper provision to preserve to the owner his mining rights, and to compensate him for any interference with his use of the land.

See Order No. 10164.

2122. Complaint of Charles McClelland of Belgrave, Ontario, alleging failure of the Guelph and Goderich Railway (C.P.R.) to carry out requirements of Order No. 6876, dated April 21st, 1909, as far as the crossing of its Railway on Concession Road between Concession Nine and Ten. Township of Morris, at Mileage 62.5. (Adjourned Hearing) (File 1861, Case 4838).

Order made directing the Railway Company to cut down and remove the small hill on the south-east side of the highway at the said crossing, and granting leave to the Company to expropriate the necessary land. The Railway Company to install

a light in connection with the bell at the said crossing. All work to be completed by the 30th June, 1911.

See Order No. 10300.

2123. In *re* the Belleville and Prince Edward Bridge Company's Bridge across the Bay of Quinté.

(NOTE) The Belleville and Prince Edward Bridge Company will be required to show cause why the Board upon the report of Gillmore Brown, Esquire, Assistant Engineer for the Department of Publec Works, should not condemn the bridge in question, or, with the approval of the Governor-in-Council, require the substitution of a new bridge for the said bridge or a portion thereof to be renewed, or the use of any materials, for any part of said bridge or any change or alteration thereof or in any part. (Adjourned hearing). (File 12120).

No Order made—the Company having made all the changes recommended by the Government Engineer in his report.

2124. Application of the Town of Maisonneuve, in the County of Hochelaga, Province of Quebec, for an order directing the Canadian Northern Quebec Railway Company to establish and maintain gates at the intersection of all streets and avenues crosseh by the Railway Company in the limits of the Town of Maisonneuve. (Adjourned hearing.) (File 12452).

Order made that the Railway Company place a watchman from 7 a.m. to 7 p.m. at the crossing of La Salle Ave., and limit the speed of trains to six miles an hour between Bennett Ave., and the western boundary of Maisonneuve. The wages of the watchman to be paid, one half by the Canadian Northern Quebec Railway Company and one half by the Montreal Terminal Railway Company. If the hours are not suitable, an application can be made to the Board by any party interested to change them.

See Order No. 10159.

Commissioner Mills dissented on the question of distribution of cost.

2125. Application of the Canadian Lumbermen's Association under Sections 318, and 323, for an Order disallowing the Lumber tariffs, Canadian Pacific Railway, No. E. 689, Grand Trunk Railway No. C. E. 83, Canadian Northern Quebec Railway No. 116 and Canadian Northern Ontario Railway No. 46. (File 9222. Case 4415).

(NOTE) This matter is set down, that the Railway Companies might speak as to the reasonableness of both domestic and export rates.

Order made dismissing the application in so far as it affects the rates in the said tariff on Lumber for domestic use, but directing the C. P. R. Company and the G. T. R. Company, and the C. N. Q. Railway Company, to publish and file tariffs to be effective not later than the 15th June, 1910, showing rates on Lumber to Montreal for export which in general shall be lower than the rates on Lumber to Montreal as set out in tariffs submitted with the application. See Order No. 10528.

2126. Complaint of T. J. Stewart, of Hamilton, against the exeeption of marble slabs from the cartage tariffs of the Railway Companies, and against the extra cartage charges assessed thereon. (Adjourned hearing.) (File 12911).

Order made declaring illegal the toll of One dollar and fifty cents ($1.50) charged by the Canadian Pacific Ry. Company on a shipment of marble slab. See Order No. 11270.

2127. Complaint of the Kingston, Portsmouth & Cataraqui Electric Railway Company, with respect to the charges of the Grand Trunk Railway Company, on two bars of iron from Dominion, P.Q., to Kingston, Ontario, which, on account of length, were loaded in a box car through the end door thereof. Complaint involves consideration of Rule No. 6 of Canadian Classification No. 14, so far as it relates to freight requiring end door box cars. (File 13752).

Order made amending Rule No. 5 of Canadian Classification No. 14. See Order No. 11463.

(NOTE) This Order was subsequently rescinded, the Board having on the 4th of October, 1910, approved a revised Rule relating to articles too long and too bulky to be loaded through the side door of box or stock cars, to take the place of Rule No. 6, as it appears in the present Canadian Classification No. 14. The said revised rule to be incorporated in the new Canadian classification No. 15, to be published forthwith. See Order No. 11863.

2128. Application of Alexander Pilon, of Casselman, Ontario, for an Order rescinding Order made by the Board on August 13th, 1908, No. 5390, fixing the amount to be charged by the Canada Atlantic Railway Company for switching and handling the traffic to and from the siding mentioned in said Order. (Adjourned hearing.) (File 5754. Case 3484).

Application withdrawn.

2129. Application of the Canadian Pacific Railway Company's Telegraph, Great Northwestern Telegraph Company, Canadian Northern Telegraph Company, North American Telegraph Company, Western Union Telegraph Company, Anglo-American Telegraph Company, The White Pass & Yukon Route, and the Marconi Wireless Telegraph Company, for approval of the forms used by them in transmitting and receiving messages, filed under the Order of the Board No. 9777 of March 31st, 1910. (File 13622).

Order made that the forms of contract used by the Applicant Companies and other Companies subject to the jurisdiction of the Board, in transmitting and receiving messages, filed for approval under Order No. 9777, be approved for a period of four months from the 9th January, 1911. See Order No. 12745.

2130. Petition of residents of the Maniwaki Branch of the Canadian Pacific Railway Company to have the said Railway's train leave and arrive at Central Station, Ottawa, Ontario. (Adjourned hearing.) (File 12992.)

Order made directing the C. P. R. to bring its Gatineau trains in to a point just north of Sapper's Bridge. Order to come into effect on the 1st May next.

2131. Application of the Seymour Power and Electric Company, under Section 246, for authority to cross the tracks of the Canadian Pacific Railway Company with wires at Sulphide, Ontario. (File 13709).

Order made granting the application.

2132. Consideration of the question of protection at the crossing of the Grand Trunk Railway Company of Canada at rail level, at Centre Street, Napanee, Ontario. (File 3287.)

No Order made.

2133. Condition of D'Arcy Street Crossing on the line of the Grand Trunk Railway Company of Canada in the town of Cobourg, Ontario. (File 9437.312).

Order made directing the Grand Trunk Railway Co. to remove the fence surrounding the Fair Grounds in the Town of Cobourg for 300 feet along its right of way, and substitute a wire structure, and to make certain other changes as directed in the Order. Company also to place a watchman at the crossing of D'Arcy Street during the time of the annual Fall Fair.

See Order No. 10338.

2134. Application of the Grand Trunk Railway Company of Canada under Sections 222 and 237, for authority to construct, re-arrange, maintain and operate, certain railway tracks, switches and sidings, upon, along, and across Hibernia Street, Albert Street, Nunn Street, and Third Street, and certain property within the Town of Cobourg, Ont., to obtain access to the ships and docks of the Ontario Car Ferry Company, Cobourg Harbour.

(File 14210.)

Order made authorizing the Grand Trunk Railway Co. to cross Hibernia St., Albert St., Nunn St., and Third St., and certain lands and premises shown on the plan filed. The Company to provide a roadway 16 feet wide from the east end of

Nunn St., to the ferry dock. Work to be completed by the 7th Sept., 1910. See Order No. 10801.

2135. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its line of railway across Main Street, in the village of Orono, Township of Clarke, County of Durham, at station 1274.35.

(File 3878.106.)

Railway Company to file new plans.

2136. Application of the Canadian Pacific Railway Company under Sections 237 and 238, for an Order authorizing the diversion in the public highway at Mile 20 of its main line, being about two miles south of Lindsay, and situated between Lot 15, Concession 5, and Lot 15, Concession 6, Township of Ops, County of Victoria, Ontario.

(File 582. Case 1825.)

Order made that the crossing be allowed to remain in its present position. The highway ditches within the right of way of the Railway at the said crossing to be tiled and filled.

See Order No. 10342.

2137. Complaint of the Municipal Council of the Township of Ops, in the County of Victoria, Ont., respecting the condition of the crossing of the Grand Trunk Railway Company of Canada on the southwest corner of the Town of Lindsay, on the drive road which forms the boundary between Ops Township and Lindsay on the Concession road between the 4th and 5th Concessions of the Township of Ops.

(File 3878·128).

Order made that the G.T.R. clean out the approaches, to the full width of the right of way of the road, and remove any earth that may have been piled up on either side of the highway.

2138. Consideration of the question of protection to be provided at the highway crossing of the Grand Trunk Railway Company of Canada at between Concessions 3 and 4 of the Township of Ops, 2 miles west of Lindsay, Ont. (File 9437·245).

Order made that the G. T. R. build a bridge. The Township to construct the approaches. 20 per cent of the cost to be paid out of the Railway Grade Crossing Fund. The Railway Company to maintain the bridge. The Township to maintain the approaches.

2139. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its line of railway across the public roads, between Concession 1 and Concession A, Township of Hamilton, County of Northumberland, Ont., at station 174·60. (File 3878·104.)

Order made granting the application, and directing that certain orchards which interfere with the view in both directions be removed by the Railway Company before the road is opened for traffic. Question as to further protection at said crossing reserved. See Order No. 10319.

2140. Application of the Canadian Northern Ontario Railway Company, under Section 159, for sanction and approval of the location of its line of railway through the township of Hamilton, County of Northumberland, Mile 170·8 to Mile 177. (File 3878·43.)

Order to go for a subway on Division Street, C.N.O.R. Line being moved over adjacent to the G.T.R. Line. Cost to be distributed as follows: 40 per cent to be borne by G.T.R. Co., 20 per cent by the Town of Cobourg, 20 per cent by the C.N.O.R. Co., and 20 per cent out of the Railway Grade Crossing Fund. Issuance of Order stayed for two weeks.

2141. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its line of railway across the public road known as Ontario Street, between the west part of Lot 18, and Lot 19, Concession A, Township of Hamilton, County of Northumberland, at Station 21·00. (File 3878·98.)

Application granted.

2142. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its line of railway across the public road

known as Division Street, between the west part of Lot 16 and the east part of Lot 17, Concession A, Township of Hamilton, County of Northumberland, Ont., at Station 6.53, Town of Cobourg, Ont.

(NOTE). The Board will consider the question of a subway at this crossing.

Order made for subway on Division Street. Terms as in preceding application.

2143. Application of the Canadian Northern Ontario Railway Company, under Section 237, for an Order granting the said Company authority to construct its line of railway across the public road between Lots 10 and 11, Concession 3, in the Township of Hope, County of Durham, at Station 469·20. (File 3878·144.)

Order to go approving of the level crossing. The question of installing a bell to be reserved until the railway is built.

2144. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its lines and tracks across the public road through Lot 3, Concession 2, Township of Hope, County of Durham, at Station 323·65. (File 3878·155.)

Order made for subway at Station 322·75 at the expense of the Railway Company. The Company to pay the expense of closing Cavan Road, except as to land damages.

2145. Application of the Canadian Northern Ontario Railway Company, under Section 237, for an Order granting to said Company approval of the site and side elevation of a bridge over Port Hope Creek and the Grand Trunk Railway (Peterbrought Branch), Lot 3, Concession 2, Township of Hope, County of Durham, Ontario. (File 3878·173.)

Application refused.

2146. Application of the Canadian Northern Ontario Railway Company, under Section 237, for an Order granting the said Company authority to construct its line of railway across the Concession Road between Concessions 3 and 4, Township of Hope, County of Durham, at Station 498·56. (File 3878·145.)

Order made directing Canadian Northern Ontario Railway to construct subway on the road between Lots 12 and 13, Concession 3, Township of Hope, at its own expense.

See Order No. 10358.

2147. Application of the Canadian Northern Ontario Railway Company, under Section 237, for an Order granting the said company authority to construct its line of railway across the Concession Road between Concessions 3 and 4, Township of Hope, County of Durham, Ontario, at Station 517·41. (File 3878·80.)

Order made directing the Canadian Northern Ontario Railway to construct subway on the road between Concessions 3 and 4, Township of Hope, at its own expense.

See Order No. 10357.

2148. Consideration of the question of protection at the first crossing west of the station at Ste. Rosalie Junction, County of Bagot, P.Q., on the line of the Grand Trunk Railway Company of Canada. (File 9437·357.)

No Order made.

2149. Complaint of the Municipality of St. Theophile, County of Champlain, Quebec, respecting condition of crossings of the Canadian Pacific Railway Company, through ranges of St. Matthieu, south, St. Jean Baptiste North, St. Leon south, St. Leon north, St. Matthieu north, and St. Joseph. (File 9437·63.)

Order made that Railway Company forthwith put in to proper condition crossings marked "A" and "C" on plan filed, and maintain same at their own expense. Crossings marked "B", "D" and "E" approved; municipality to put in to proper shape and maintain at its own expense. (See Order No. 10452.)

2150. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at Bourdage Street, St. Hyacinthe, P.Q. (Adjourned hearing.) (File 9437·118.)

Order made that G.T.R. Co. erect gates by 28th June, 1910; 20 per cent to be paid out of the Railway Grade Crossing Fund and remainder by Railway Co. Company to maintain and operate said gates between 6.30 a.m. and 7.00 p.m., except Fridays and Saturdays, when time shall be 6.30 a.m. to 10.00 p.m. Expense of maintenance and operation to be borne: 80 per cent by Railway Company and 20 per cent by City of St. Hyacinthe.

2151. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Main Street, Farnham, P.Q.

(Adjourned hearing.) (File 9437-114.)

Order made directing Railway Company to continue watchman at Main tSreet crossing.

(See Order No. 10461).

2152. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at St. Louis Street, Farnham, P.Q.

(Adjourned hearing). (File 9437-113.)

Order made that Railway Company erect gates by 28th June, 1910, at crossing. Expense of construction to be borne: 60% by C.P.R. Company, 20% by Central Vermont Railway, and 20% out of Railway Grade Crossing Fund. C.P.R. Co. to operate gates between 7 a.m. and 7 p.m. Cost of maintenace and operation to be borne; 60% by the C.P.R. Co., 20% by Central Vermont Railway, and 20% by Town of Farnham.

(See Order No. 10450).

2153. Consideration of the question of protection at the highway crossing on the line of the Grand Trunk Railway Company of Canada west of Stanfold Station, Parish of Stanford, County of Arthabasca, P.Q. (File 9437-351.)

Application dismissed.

2154. Consideration of the question of protection at Centre Town Crossing on the line of the Grand Trunk Railway Company, in the Village of Stanfold, County of Arthabasca, P.Q. (File 9437-352.)

No Order made.

2155. Petition of the rsidents of Pointe Aux Trembles, for an Order requiring the Canadian Northern Quebec Railway Company to stop its trains at Pointe Aux Trembles, for passengers. (Adjourned hearing). (File 12990.)

Order made that C.N.Q.R. stop its trains, both inbound and outbound, at Pointe Aux Trembles, P.Q.

2156. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at St. James Street, St. John's P.Q. (Adjourned hearing). (File 9437-116.)

The Municipality is authorized to open highway across the Railway on Queen Street, on conditions set out in Order No. 10506. Railway to instal Whyte signal bell at said crossing by 28th June, 1910; 20%to be paid out of Grade Crossing Fund; the remainder to be borne by Railway Company. Company to file by 28th May, plan showing location of gates at St. James Street, and instal bell by 28th July 1910; 20% of cost to be paid out of the Railway Grade Crossing Fund, 20% by the municipality, and 60% by Railway Company. Cost of operation and maintenance,—20% by municipality, and 80% by Railway Company.

(See Order No. 10506).

2157. Consideration of the question of protection at level crossing of the Grand Trunk Railway Company of Canada at Allin Street, St. John's, P.Q. (Adjourned hearing). (File 9437-117.)

Order made directing the Railway Company to open the highway across its tracks and right of way on Queen Street; the Town of St. Jonh's to reimburse the Railway Company to the extent of one half of the expense of the work upon the railway lands.

The Railway Company to instal by the 28th June 1911, a White Signal Bell at the said crossing. The cost of the installation to be borne and paid.—20% out of the Railway Grade Crossing Fund, and the remainder by the Railway Company, which is also to pay the cost of maintenance of the bell. Also directing the Railway Company to file by the 28th May, a plan showing location of gates on St. James Street, and to instal the gates within 60 days after the approval of the plan; 20 per cent of the cost of installing the gates to be paid out of the Railway Grade Crossing Fund, 20 per cent by the municipality, and 60 per cent by the Railway Company. The Company to operate the gates daily between the hours of 7 a.m. and 7 p.m. The Comuany also to bear 80 per ent of the cost of operating the gates and the municipality, 20 per cent.

(See Order No. 10505).

2158. Complaint of the Town of St. John's, P.Q., respecting dangerous condition of highway crossings over the Grand Trunk Railway. (Adjourned hearing.) (File 9437-17 & 19.)

Disposed of by judgment under application 2157 above.

(See Order No. 10506).

2159. Complaint of the Town of St. John's, P.Q., respecting the closing of streets and building of tracks in that Town by the Grand Trunk Railway Company of Canada. (Adjourned hearing). (File 11943.)

Disposed of by Judgment under application 2,157, above.

(See Order No. 10506).

2160. Application of James Stewart Buchan, for approval under Section 26 of the Exchequer Court Act, allowing petitioners to apply at Exchequer Court for an order or decree ordering the sale of assets of the Montreal Central Terminal Railway Company, the appointment of a liquidator or receiver for the affairs of the said Railway respondent and for such other remedies and Orders concerning the said Railway respondent as the said Exchequer Court may prescribe. (File 13001.)

Application dismissed.

2161. Application of the Town of St. Lambert, P.Q., under Sections 235-243(for an Order directing the Quebec, Montreal & Southern Railway Company to provide and construct three suitable highway crossings at intersection of Montreal and St. Lambert Terminal Development Company in Lots 162 and 184 Parish of St. Antoine de Longueil, P.Q., St. Lambert, P.Q. (Adjourned hearing). (File 10011.)

Order made granting leave to construct crossing at point 'A' on plan. Expense of construction and maintenance to be borne by the municipality.

(See Order No. 10496).

2162. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada just west of Vaudreuil Station, P.Q. (File 9437-461.)

No Order made.

2163. Application of the City of Lachine, under Sections 235 and 237, for an Order directing the Grand Trunk Railway Company of Canada to construct a suitable highway crossing at a point where the railway meets the Sixth Street dividing Lots 754-89 and 754-164 and on the south side of the Street dividing lots 753-433 and 753-377, in the City of Lachine, P.Q. (File 13777.)

Application stands to enable the City to consider the question of an overhead wridge and where it should be located, and to submit an estimate of the cost.

2164. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada at Lachine Road, Rockfield, P.Q. (File 9437-119.)

Order made directing the G.T.R. Co., to construct overhead bridge. Cost of work to be borne: 50 per cent by G.T.R. Co., 14 per cent by M.P. & S. Ry. Co.; 10 per cent by the City of Lachine, 2 per cent by the Parish of St. Pierre, 2 per cent by the Parish of Lachine; 2 per cent by Turnpike Trust, and 20 per cent out of the

Railway Grade Crossing Fund. Work to be completed by 28th October 1910. Maintenance of overhead crossing and approaches to be borne; G.T.R. Co., 62 ½ per cent, M.P. & S. Ry. 17 ½ per cent. City of Lachine 12½ per cent, Parish of St. Pierre 2½ per cent, Parish of Lachine 2½ per cent, and Turnpike Trust 2½ per cent.

(See Order No. 10457).

2165. Resolution of the "Chambre de Commerce of the District of Montreal" insisting upon the necessity of doing away with all the level railway crossings, particularly those of the Grand Trunk Railway Company of Canada, West of Montreal, P.Q. File 9437-319.)

The G.T.R. Co. to prepare Plans, send copies to the parties interested, and file the same with the Board on or before 1st August, 1910.

2166. Complaint of the Mount Royal Milling and Manufacturing Company, of Montreal, P.Q., alleging discrimination by Railways in freight rates on imported rice as against those charges for the transportation of domestic rice. (File 14143).

Order made that Rice not otherwise specified, in packages, in less than carloads, be included in the first supplement to Can. Class. No. 15, as fourth class, instead of third class, as at present classified, on understanding that said supplement be submitted for approval of Board within two weeks from issuance of Order. (See Order No. 12275.)

2167. Complaint of Gordon, Ironside and Fares Company, of Montreal and Winnipeg, that whereas the Railway Companies collect freight charges on the full weight of cattle shipped to Montreal, over and above the classification minimum, at Toronto charges are not collected on any weight in excess of 25,000 lbs., per carload. (Application No. 13413.)

No order made.

2168. Consideration of the question of protection at the crossing of the Grand Trunk Railway Company of Canada at (Park Street, in the Town of Brockville, Ontario.) (File No. 9437-202.)

Order made that G.T.R. protect Park street crossing by a day and night watchman.

2169. Application of the Canadian Northern Ontario Railway Company under Section 159, for approval of the location of its line of railway through the County of Lanark, Ontario, from mileage 29 to 41 west from Rideau Junction. Adjourned hearing. (File 3878-16.)

Application dismissed.

2170. Application of the Canadian Northern Ontario Railway Company, under Sections 167 and 237, for approval of the revised location of its line through the Town of Smith's Falls, mile 38-3 to 42-1 and authority to construct its railway across the highways in the Town of Smiths Falls, Ontario. Adjourned hearing. (File 3878-166.)

Application dismissed.

2171. Application of the Canadian Northern Ontario Railway Company, under Section 227, for authority to cross the lines and tracks of the Canadian Pacific Railway Company with their lines and tracks at Smith's Falls, Ontario. Adjourned hearing. (File 3878-167.)

2172. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its lines and tracks across certain highways in the Town of Smith's Falls, Township of Elmsley, County of Lanark, at Beckwith street, Elmsley street, and at public road at station 34-40. Adjourned hearing. (File 3878.23).

Application dismissed.

2173. Complaint of R. Quain, Ottawa, Ontario, alleging dangerous condition of the level crossing of the Canadian Pacific Railway Company, near Matthews' Pork Factory, Hull, P.Q. Adjourned hearing. (File 9437. Case 4006.)

Order made that the Canadian Pacific Railway Company, erect gates at the said crossing, by the 3rd July, 1910, and thereafter maintain the same. The cost of installing the gates to be paid,—20 per cent out of the Railway Grade Crossing Fund and the remainder by the Railway Company. Cost of maintenance to be borne,—20 per cent by the City of Hull and the remainder by the Railway Company. See Order No. 10507.

2174. Application of the Corporation of City of Ottawa, under Section 29, for an Order amending the Order of the Board No. 5397, dated the 23rd of June, 1908, so far as it affects the payment of damages to property owners. (File 5999, Case 2545).

Order made that the compensation that may be awarded (if any) to any and all land owners whose lands are injuriously affected by the work in question, form part of the cost of the work required to be done by Order of the Board, dated 23rd June, 1908; and that the Canadian Pacific and Grand Trunk Railway Companies pay land owners the amount of compensation awarded; also that after the adjustment of compensation, together with the costs incurred, the Railway Company be reimbursed 13-36ths of the amount so expended by them,—9-36ths by the City of Ottawa, and 4-36ths by the County of Carleton. See Order No. 10458.

2175. Application of the Corporation of the Township of Ferris, under Section 237, for an Order directing the Canadian Pacific Railway Company to provide and construct a railway crossing where the Company's railway intersects a propesed road upon Lot No. 29, in the Fourteenth Concession of the said Township. (File 13032.)

Order made granting leave to the Township of Ferris to construct its highway across the Railway of the Canadian Pacific Railway Company, at the expense of the Township. See Order No. 10583.

2176. Re Air Brake Equipment of the Hamilton and Brantford Railway and the Hamilton Radial Electric Railway, and *re* proposed Order of the Board requiring all electric railways subject to the jurisdiction of the Board to equip their cars with automatic air brakes, as well as hand brakes, as an additional safeguard in case of damage or breakage to the air brake equipment. Adjourned hearing. (File 9610.)

Order made that all Electric Railway Companies subject to the Board's jurisdiction equip all rolling stock in use by them, of 37 feet or over in length, or weight, of 35,000 lbs. or more, with power brakes, in adidtion to hand brakes, and proper sanding appliances, and that the Companies notify the Board thereof; and furnish a detailed account of the rolling stock equipped, immediately upon the completion of said equipment. See Order No. 10462.

2177. The Grand Trunk Railway Company of Canada to show cause why markers should not be permitted to be carried in the lower brackets. (Adjourned hearing.) (File 13455.)

Order made that where passenger cars are equipped with marker sockets in the lower position, markers should be carried in such lower sockets. Also providing that all passenger cars constructed after the 3rd May, 1910, be equipped with marker sockets in the lower position; and that all passenger cars now in use not equipped with marker sockets in the lower position be so equipped by the 10th June, 1911. See Order No. 10453.

2178. Consideration of the question of equipment of main line switches with lights. (File 9079.)

No Order made.

2179. Complaint of the residents of Rosenfeld and vicinity in the Province of Manitoba, complaining that the Canadian Pacific Railway Company's bridge over Buffalo Lake, on the Northeast quarter of Section 32, Township 3, Range 1, West of the Principal Meridian, Manitoba, becomes clogged with snow and ice during the Winter months, thereby preventing the water to pass through and causing loss

and damage to the applicants; and asking for an investigation into the matter, and for such Order as the Board may determine necessary to afford relief. (File 9515.)

Referred to Board's Engineer, to be reported upon in Spring of 1911.

2180. Consideration of the question of protection at the crossing of the Canadian Pacific Railway Company at the west end of the station yard at Manitou, Manitoba. (Larivière Branch.)

No Order made. Railway Company consenting to act on report of Board's Assistant Operating Officer.

2181. Consideration of the question of protection of C.P.R. Crossing on Main Street and Hamilton Street, Kenora, Ontario. (File 9043.)

Order made that subway be constructed by Railway Company; plans to be filed by 13th June, 1910. Coset of construction to be borne as follows:—10 per cent by City of Kenora, 20 per cent out of Railway Grade Crossing Fund, and 70 per cent by Railway Company. City to maintain roads and sidewalks at its own expense. (See Order 10614.)

2182. Application of the residents of La Broquerie, Manitoba, for an Order directing the Canadian Northern Railway Company to keep their station open and heated, and appoint a permanent Station Agent. (File 14439.)

Order made that Railway Company keep the Station open and heated. Application for permanent Agent dismissed. (See Order No. 12333.)

2183. Application of the Grand Trunk Pacific Railway Company, under Section 237, for an Order approving of diversion of highway crossing in the South half of Section 18, Township 12, Range 20, West of the First Meridian, District of Brandon, Manitoba. (File 1519-18.)

Order made granting Railway Company leave to divert the highway. Company to instal Whyte Signal Electric Bell at the crossing. Work to be completed by 13th August, 1910. (See Order No. 10620.)

2184. Application of the Grand Trunk Pacific Branch Lines Company, under Section 227, for an Order authorizing the crossing at grade of the Wetaskiwin Branch of the Canadian Pacific Railway Company at Camrose, Alberta, Section 3, Township 47, Range 20, West of the 4th Meridian, District of North Alberta. (File 12552.)

Order made authorizing crossing at grade at expense of applicant Company. Full interlocking plant to be installed by 13th August, 1910. (See Order No. 10612.)

2185. Application of the Grand Trunk Pacific Branch Lines Company, under Section 227, for an Order authorizing the crossing at grade, of the Lacombe Branch of the Canadian Pacific Railway Co., at Alix, Alberta, Section 36, Township 39, Range 23, West of the 4th Meridian, District of North Alberta, Alta. (File 10821.7).

Order made granting leave to cross at grade at expense of Applicant Company. Full interlocking plant to be installed by 13th August, 1910. See Order No. 10613.

2186. Application of the Canadian Pacific Ry. Co., for an Order amending Order No. 9341, dated January 20th, 1910, in connection with the crossing of the Winnipeg Electric Railway and Canadian Pacific Railway Company over Logan Ave., in the City of Winnipeg, Manitoba, so as to provide that the expense of flagman be paid by the Winnipeg Electric Railway Company.

(NOTE) The Board will also consider the question of protection at this crossing. (File 8922, Case 4716.)

Order made directing C.P.R. Co., to maintain, at its own expense, a day and night watchman at said crossing. See Order No. 11393.

2187. Complaint of W. A. Taylor, against the Canadian Northern Railway Company, re excessive whistling at Fort Rouge and the vicinity of Winnipeg, Man. (File 9346, Case 4489.)

Order made prohibiting the C.N.R. Co's. locomotives from whistling within the limits of the City of Winnipeg, except in cases where it is deemed necessary to prevent an accident. Also providing that any person or persons offending against the regulation be liable to a penalty of $50.00 for each offence. See Order 11157.

2187A. Application of George Taylor, of Winnipeg, complaining that the rate charged by the Canadian Northern Railway Co., on a shipment of grain from Buchanan, Sask., to Headingley, Man., was excessive and discriminatory as compared with the rate charged to Port Arthur, Ont. (File 13857.)

Order made declaring that under the Canadian Northern Railway Company's tariff applying to said traffic, in force at the time the charges complained against were made, the rate properly chargeable was Seventeen cents per 100 pounds. See Order No. 12415.

This Order was subsequently rescinded by Order of the Board dated the 28th December, 1910. No. 12653.

2188. Complaint of the Brotherhood of Railroad Trainmen alleging dangerous position of switches, switch stands, bridge supports and structures generally by being placed so near to the tracks on which the employees of the Canadian Pacific Railway Company have to work at Kenora and Keewatin Yards, Ont. (File 8891, Case 4208).

Order made that the Canadian Pacific Railway Company raise the barrel conveyer over its tracks at Keewatin, to a height not less than 22 feet 6 inches above the base of the rail, within sixty days from the date of the Order. Order dated 12th May, 1910. No. 10646.

2189. Application of D. D. Campbell, of Winnipeg, Manitoba, for an Order directing the Railway Companies to level grain cars and insert height of grain on way-bill. (File 12272.)

Stands, pending settlement between the parties.

2190. Complaint of the Birtle Agricultural Society, of Birtle, Manitoba, against the alleged increased freight rates on wheat at points on the Yorkton Branch of the Canadian Pacific Railway Company, and excessive charges at points on the Grand Trunk Pacific Railway, also requesting the appointment of a permanent Agent at Kelloe, on the Yorkton Branch of the C.P.R. (File 13386.)

Order made disallowing tariff of 16 cents per 100 lbs. on grain and grain products shipped from Birtle, etc., to Fort William and Port Arthur, and ordering Company to restore rate of 15 cents per 100 lbs. Said rate to take effect not later than the 1st September, 1910. (See Order No. 11316.)

2191. Complaint of the Manitoba Windmill and Pump Company, of Brandon, Manitoba, that the rates on windmills from Brandon to Vancouver are discriminatory in favour of Eastern shippers. (File 13414.)

Complaint dismissed.

2192. Application of the Manitoba Dairy Association for an Order directing that the following concessions be made in connection with the transportation of milk:

(1). That arrangements be made by the different railway companies to have their employees load and unload cans at points of shipment and destination, respectively;

(2). That way-bills be used in connection with the transportation of milk and the return of empties. (File 14179.)

No Order made, settlement having been reached between the parties.

2193. Application of the Canadian Pacific Railway Company for approval of Supplement No. 2 to C.R.C.E., 1244, covering standard mileage rates of the Orford Mountain Railway. (File 14179.)

Order made approving of Supplement.

2194. Complaint of J. J. Tucker, of Smith's Falls, Ontario, alleging excessive rates charged by the Canadian Pacific Railway Company on live stock between Toronto and Smith's Falls, as compared with the rate from Toronto to Montreal. (File 13489.)

Order made directing the Company to put into effect a 14 cent rate on live stock, from Toronto to Smith's Falls.

2195. Consideration of the matter of interchange of tickets between the Grand Trunk and Canadian Pacific Railway Companies on passenger traffic between Toronto and Hamilton, Ontario. (File 12110.)

Application refused,—Board holding that it had no jurisdiction.—See Judgment of Chief Commissioner. Appendix.

2196. Application for formal approval of uniform bill of lading in use in United States on shipments from points in United States to points in Canada from points in United States through Canada to points in United States. (Application 3678-2.)

Order made that the Uniform Bill of Lading in use in United States and approved by the Interstate Commerce Commission as respects all traffic which may be carried from any point in the United States into Canada or from United States through Canada to the United States be and the same is hereby approved. (See Order No. 10761.)

2197. Consideration of the question of protection at the level crossing of the Grand Trunk Railway Company of Canada over public road south of Chesley, Ontario. (File 4637, Case 1341.)

Order made directing R.R. Co., to construct steel bridge; cost of construction to be borne.—15 per cent by the municipality of Town of Chesley, 65 per cent by G.T.R. Co., and 20 per cent out of the Railway Grade Crossing Fund. The municipality to maintain the roadway at each end of the bridge. The cost of maintenance to be borne by Ry. Co.; 20 per cent of the land damages, if any, to be borne by the municipality and the balance by R.R. Co. Work to be completed May 1st, 1911. (See Order No. 11861.)

2199. Consideration of the question of protection at the crossing where the Grand Trunk Railway crosses at Grade the public highways just east of the Station at the village of Beachville, Ontario. (Adjourned hearing.) (File 9437-147.)

No Order made.

2199. Consideration of the question of protection at the crossing of the Michigan Central Railway and Pere Marquette Railway main line, and sidings, at Grey Street, in the City of London, Ontario. (File 9437-371.)

Order made that in all switching movements over Grey Street, the Companies have watchman on street during movements. No cars to be left standing by either company within 50 feet of either side of the street line, in order that the view may not be obscured.

2200. Consideration of the question of protection at the crossings of the Grand Trunk Railway Company of Canada leading from the Town of Oakville into the County of Halton east and west of the station. (File 9437-170.)

Order made directing the Railway Company to file plans for erection of gates by the 19th of June, 1910, and to complete and erect gates within sixty days after the approval of the plans by the Board's Chief Engineer. The gates to be operated between 7 a.m. and 7 p.m. daily. Railway Company to pay 80 per cent of the cost the gates, and 20 per cent to be paid out of the Railway Grade Crossing Fund. Cost of maintenance and operation to be borne:—80 per cent by the Railway Company and 20 per cent by the Town of Oakville. See Order No. 10750.

2201. Consideration of the question of protection at the highway crossing of the Grand Trunk Railway Company of Canada between Concessions 1 and 2,, in the Township of King, at Mileage 26·64. (File 9437-205.)

Order made directing the G.T.R. Co. to file plans for erection of gates at the crossing of the 7th line by the 19th June, 1910, and to erect the same within sixty days after approval of the plans by the Chief Engineer of the Board. The gates to be operated from 7 a.m. to 7 p.m. daily. The cost of the gates to be borne,—80 per cent by the Railway Company and 20 per cent out of the Railway Grade Crossing Fund. The expense of maintenance and operation to be borne: 80 per cent by the Rialway Company and 20 per cent by the Town of Oakville. See Order 10750.

2202. Application of the County of Middlesex, Ontario, for an Order directing the Grand Trunk Railway Company of Canada to provide proper protection at the

skew crossing in the Township of Dorchester. (Adjourned hearing.) (File 9437-87.)

Order made directing Railway Co., to divert highway. Work to be completed within 90 days after approval of plans by Board's Engineer. Expenses to be borne,—15 per cent by the County of Middlesev, 65 per cent by the G.T.R. Co., and 20 per cent out of the Railway Grade Crossing Fund. (See Order No. 10751.)

2203. Consideration of the question of protection of the crossing of the Grand Trunk Railway Company at Port Credit, Ontario. (Adjourned hearing.) (File 9437-178.)

Order made for watchman at Hurontario Street from 7 a.m. to 7 p.m. daily, with leave to apply to have watchman maintained at crossing 24 hours a day. Expenses to be borne as follows:—60 per cent by G.T.R. Co., 20 per cent by Township of Toronto, and 20 per cent by Township of Peel. G.T.R. Co. to widen to 20 feet the wing fences on the sides of each approach to the crossing on Lott Street. (See Order No. 10749.)

2204. Application of the Grand Trunk Railway Company of Canada, under Section 176, for an Order authorizing the Applicant Company to use and operate jointly with the Canadian Pacific Railway Company, certain tracks leading to and on the premises of the Spietz Furniture Company, The Hanover Portland Cement Company and the Knechtel Furniture Company, Hanover, Ontario. (Adjourned hearing.) (File 12288.)

Order made authorizing the G.T.R. Co. to use and operate jointly with the C. P.R. Co. the track marked "A" "B" on plan filed with the Board. (See Order No. 10775.)

2205. Consideration of the question of protection at the level crossing of Michigan Central Railroad Company at immediately west of Woodslee Station, Ontario. (File 9437-131.)

No order made.

2206. Consideration of the question of protection at the level crossing of the Michigan Central Railroad Company at the first crossing east of Ruscomb Station, Ontario. (File 9437-132.)

No Order made.

2207. Petition of the residents of the Township of Mornington, County of Perth, Ontario, asking that the level crossing of the Canadian Pacific Railway Company at the 7th line in the Township of Mornington, near the village of Millbank, be changed to a subway. (File 9437-176.)

Order made refusing application. Railway Company ordered, at its own expense, to widen the approaches to 22 feet and do certain other work. Work to be completed by 26th June, 1910.

2208. Application of the Township of Woolwich, Ontario, for authority to open up a new road between Lots 85 and 86, Township of Woolwich, Ontario, across the tracks of the Grand Trunk Railway Company of Canada. (File 14084.)

Application refused.

2209. Application of the Township of Raleigh, under Sec. 251, for an Order approving of plans, &c., for a cut along the water course of the proposed outlet for the Pike Drainage Works into the River Thames where said course is crossed by the Grnad Trunk Railway. (File 5389, Case 1997.)

Application withdrawn.

2210. Application of the Tillsonburg, Lake Erie and Pacific Railway Company (C.P.R.), under Sections 222 and 237, for authority to construct a siding into the premises of the Ingersoll Packing Company, in the Town of Ingersoll, Ontario (File 13487.)

Order made approving location of spur, subject to conditions set forth in Order (See Order No. 10805.)

2211. Application of the Township of York for an Order directing that Order made by the Railway Committee of the Privy Council, bearing date 16th December, 1893, with reference to the protection of certain level crossings at Dufferin and Bathurst streets, respectively, in the City of Toronto be varied, to relive the Township of York form its liability to contribute to the cost of maintenance of said protection. (File 3.)

Order made varying Order Railway Committee Privy Council Dec. 16th, 1893, by relieving Township of York from liability to contribute to cost of maintenance of protection at said Streets and directing City of Toronto to bear same. (See Order No. 10707.)

2212. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at Brock Avenue, Toronto, Ontario. (Adjourned hearing.) (File 9437-106.)

Order made directing that a subway be constructed on Brock Ave., 56 feet wide, giving two roadways 21 ft. wide and two sidewalks 7 ft. wide, or two 28 ft. spans. The G.T.R. to file new plans showing length of proposed subway by the 27th March, 1911. Further consideration of the application and question of division of cost of work deferred until after filing of plans. See Order No. 13150.

2213. Application of the Corporation of the City of Toronto, under Sections 237 and 238, for an Order directing the Canadian Pacifice Railway Company, and the Grand Trunk Railway Comapny of Canada to construct and proivde a public crossing at Royce Avenue, Toronto, Ontario, and to provide protection therefore by gates and watchman or by such other protection as to the Board may seem proper. (File 9437-149.)

Order made directing that the said crossing at Royce Ave. be protected by gates and a watchman. The C.P.R. to instal the gates, and file plans by the 23rd June, 1910, for approval of the Chief Engineer of the Board. The cost of the work to be borne in the following proportions: five-fifteenths by the City of Toronto, four fifteenths by the G.T.R. Co., six-fifteenths by the C.P.R. Co. The cost of maintenance to be contributed in the same proportion. The gates to be operated day and night. See Order No. 10782.

2214. Application of the Toronto, Niagara and Western Railway Company, under Section 227, for authority to cross the tracks and right of way of the Canadian Pacific Railway Company, at St. Clair Avenue, in the City of Toronto, Ontario. (File 14381.)

Order made granting the application. (See Order No. 10765.)

2215. Application of the Toronto, Niagara and Western Railway Company, under Section 227, for authority to cross the tracks and right of way of the Grand Trunk Railway Company at St. Clair Avenue, in the City of Toronto, Ontario. (File 14383.)

Order made granting application. (See Order No. 10763.)

2216. Application of the Toronto, Niagara and Western Railway Company, under Section 227, for authority to cross the tracks and right of way of the Grand Trunk Railway Company, at Davenport Road in the City of Toronto, Ontario. (File 14382.)

Order made granting application. (See Order No. 10764.)

2217. Application of the Canadian Northern Ontario Railway Company, under Section 237, for an Order granting the said Company authority to construct its line of Railway under the Don Mills Road, Township of York, County of York, at Station 26-85, and to build an overhead structure. (File 3878:179.)

Order made granting the application. See order 10780.

2218. Application of the City of Toronto, under the Railway Act, for an Order directing the Grand Trunk Railway Company of Canada to provide protection at Cherry Street, Toronto, Ontario. (File 14611.)

Order made by consent requiring the G. T. R. Co. to put a watchman at the south side of tracks from 7 a.m. to 7 p.m. and to pay his wages.

2219. Application of the Corporation of the Town of Brampton, for an Order under Section 318, directing the G. T. R. to provide for persons travelling daily between Brampton and Toronto, rates similar to those granted to persons similarly travelling between other suburban points and Toronto; and for an Order under Section 323, disallowing the rate at present charged by the G.T.R. to persons so travelling daily between Brampton and Toronto; and for an Order under Section 341 directing the issuing of commutation tickets upon the G. T. R. between Brampton and Toronto; and for an Order directing the G. T. R. to cease discriminating between Brampton and other localities in the matter of commutation rates contrary to the provisions of Section 315 of the Railway Act. (File 7287, Case 3378.)

Application dismissed. See oral judgment Chief Commissioner under appendix C.

2220. Application of the Corporation of the City of Toronto, under Sections Nos. 315, 317, 323, and 77 for Order compelling Grand Trunk and Canadian Pacific Railway Companys to provide communication rates to and from City of Toronto and suburban municipalities within a certain radius; and for an Order compelling railways to cease discriminating unjustly between the City of Toronto and other Cities of same or greater size, with reference to tolls, and discriminating between Towns of Oakville and Streetsville, and the Towns of Brampton, Whitby, and Oshawa or others similarly situated. (File 9351, Case 4492.)

Application dismissed. See oral judgment Chief Commissioner, Appendix "C."

2221. Express Enquiry, (File 4214, Case 1503.)

See Judgment Chief Commissioner in Appendix "C."

2222. Application of the Canadian Northern Ontario Railway Company, under Section 227, 228, 237 for authority to construct a spur from its main line to and to connect with meeting siding of the Grand Trunk Railway Company of Canada, Concession 1, Village of Brighton, and for authority to construct said spur across public road between Lots 4 and 5, Concession 1, Village of Brighton, Ont. Application No. 3878:243.

Order made authorizing construction of spur on conditions set forth in Order. (See Order No. 10719.)

2223. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to carry its Railway across St. Clair Avenue, in the City of Toronto, Ontario. Application No. 4488·7. Order made granting the application without prejudice to any interest affected in connection with any applications for compensation. See Order 10762.

2224. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to carry its Railway across Davenport Road, in the City of Toronto, Ontario. Application No. 4488·6.

Order made granting the application without prejudice to any interests affected in connection with any application for compensation.

(See Order 10766).

2225. Petition of the merchants of Ingersoll, Ontario, for an Order directing the C.P.R. and the G.T.R. to provide interswitching facilities between their railways at that point. Application 6713·5.

Application refused. See judgment of Chief Com. under Appendix 'C'.

2226. Application of the Lachine, Jacques Cartier and Maisonneuve Railway Company, under Section 227 for authority to cross with its tracks the tracks of the Montreal Park and Island Railway Company at Bagg Avenue in the Parish of Sault Aux Recollets, by means of an overhead bridge. (Application No. 14329).

Order made authorizing overhead crossing by means of a bridge. Detail plans to be submitted to Engineer of Board for approval.

2227. Condition of the interlocker at the crossing of Montreal Street, Kingston, Ontario, by the Kingston & Pembroke Railway and the Kingston, Portsmouth & Cataraqui Electric Street Railway. (Application No. 14474).

Order made subservient to report of Board's Engineer.

(See Order No. 11382).

2228. Consideration of the elimination of the grade crossing of the Canadian Pacific Railway Company at Yonge Street, North Toronto, Ontario. (Adjourned hearing). (Application 9437·153).

Order made adding Toronto Street Ry. Co. and Toronto and York Radial Ry. parties and case adjourned to Toronto sittings.

2229. Application of the Canadian Northern Ontario Railway Company, under Section 237, for authority to construct its line of Railway across the public road between Lots 13 and 14, Concession 1, Township of Cramahe, County of Northumberland, Ontario, at at Station 1032·76. Application 3878·199.

Order made approving crossing as shown at grade on plan amended by Board's Engineer. The G.T.R. and C.N.R. Cos. to cut down the embankment at the side of their respective rights of way.

2230. Application of the Corporation of the Township of Ferries, under Section 237, for an Order directing the Grand Trunk Railway Company of Canada, to provide and construct a railway crossing where the Company's railway intersects a proposed deviation of the original road allowance between Concessions 4 and 5, upon Lot No. 29, in the Fourth Concession, of the said Township. (Adjourned hearing.) Application 12759.

Order made dismissing application.

2231. Application of the Town of Hawkesbury, Ontario, for protection where the tracks of the Grand Trunk Railway Company of Canada cross Main Street, in the Town of Hawksbury, Ontario. (Adjourned to July operating sittings.) Application 9437·44).

No Order made. Engineer's report Nov. 5th, 1909, having been complied with.

2232. Consideration of the question of protection at the level crossing of the Canadian Pacific Railway Company at George Street, Smiths Falls, Ontario. (Adjourned hearing.) (Application 9437·109).

Order made in terms of agreement between Town of Smiths Falls and C.P.R. Co. Subway at Cornelia Street and overhead crossing at George Street. 20 per cent of Subway to be paid out of Railway Grade Crossing Fund and remainder by Railway Company.

2233. Complaint relative to the train connection of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company at Brockville, Ontario. (Application No. 5320.) (Case 2863).

Judgment reserved.

2234. Application of the Chatham, Wallaceburg, and Lake Erie Railway Company, under Sections 221 and 226, for authority to construct a branch line from a point opposite Blind Line or Fourth Concession, Township of Dover East, crossing Baldean Street, and the Bear Line, and Winter Line in the said Township. (Application 11673).

Order made authorizing construction of Branch Line. Railway Company to be liable for cost of any changes that may be made necessary in crossing of Bell Telephone Company's line by reason of Construction of Branch Line.

2235. Consideration of the complaints raised against the form or order of the Board No. 5888, dated December 16th, 1908, in *re* Memorial Trainmen's Association of Canada. (Application 1750, Part 2).

Order made repealing Order No. 5888. (See Order No. 12225).

2236. Application of the Western Associated Press of Winnipeg under Section 323, for an Order directing the Canadian Pacific Railway's Telegraph and the Great Northwestern Telegraph Company of Canada, to charge press rates for press matter,

whether to a newspaper or to the Applicants; and further directing the Canadian Pacific Railway Company's Telegraph to carry telegraphic news services supplied by other news-gathering Agencies at the same rate charged by the said Telegraph Company. (Adjourned hearing.) (Application 12002).

2237. Application of Mulligan Brothers, Proprietors, Russell House, Ottawa, under Section 4, for the fixing of certain charges to be made by the Bell Telephone Company, for telephone instruments and apparatus, to be installed in the Russell House,, and providing for the cost of such installation and mantenance of the service in question. Application 12003.

Order made dismissing the application. See Judgment of Chief Commissioner, Appendix "C."

2238. Consideration of the matter of extra charge of the Bell Telephone Company of $20.00 per mile or fraction thereof, for extra mileage. Application No. 3574.8.

Judgment reserved.

2239. Complaint of Alexander Faill, of Stratford, Ont., that the Bell Telephone Company is charging him $61.00 for the telephone in his house which is situated two miles out of the City of Stratford, Ont. (Adjourned hearing.) Application No. 3574.5.

Judgment reserved.

2240. Complaint of the Saraguay Electric and Water Company of Montreal, P.Q., alleging overcharge in weight on three cars of telegraph poles shipped to the Temiscouata Railway Co. Application No. 14591.

No Order made, as no overcharge was proven.

2241. Application of the Empire Refining Co., Ltd., of Wallaceburg, Ont., under Section 284, for an Order directing the Père Marquette Railroad and the Chatham, Wallaceburg & Lake Erie Railway to provide adequate and suitable tank car equipment to enable the Complainants to properly transport their finished products from their works to local points in Canada. (Adjourned hearing.) (Application No. 14025. Case 2846).

Order made rescinding former Order. See judgment of the Chief Commissioner. Appendix "C."

2242. Application of the Canadian Pacific, Grand Trunk and Montreal Terminal Railway Companies for an Order interpreting certain provisions of the Order of the Board No. 4988, of July 8th, 1908, known as the General Interswitching Order. (Adjourned hearing.) (Application 6713).

Order made dismissing the application. See Order No. 12501.

2243. Application of the Bell Telephone Company, under Section 248, for authority to erect, place and maintain its aerial wires across the tracks of the Grand Trunk Railway, at public crossing two miles east of Beamsville, Ont. (Adjourned hearing.) (Application No. 14521).

No Order made. Matter referred to Board's Electrical Engineer.

2244. Application of the Bell Telephone Company, under Section 246, for authority to erect, place and maintain its aerial cable across the tracks of the Grand Trunk Railway Company at quarter mile east of Grimsby, Ont. (Canning Factory Road.) (Adjourned hearing.) Application No. 14522).

No Order made. Matter referred to Board's Electrical Engineer.

2245. Application of the Macleod Quarrying and Contracting Company, Limited, for an Order directing the Canadian Pacific Railway Company to co-operate with the Quarry Company in the construction of a spur from the Maclead-Lethbridge cut-off line to the Quarry. (Application No. 14203).

Order made granting the application. See Order 13003.

2246. Application of the Three Rivers Board of Trade, Three Rivers, Quebec, under Section 284, for an Order compelling the Canadian Pacific Railway and the

Canadian Northern Railway Companies to afford proper facilities for connections at Garneau Junction; also under Section 317 for proper shipping facilities on said lines. (File 13994.)

Judgment reserved. The matter referred to the Chief Operating Officer for report.

2247. Application of the Chambre de Commerce, of Three Rivers, Quebec, alleging excessive freight rates and defective service of the Grand Trunk Railway Company, between Three Rivers and St. Celestin, Quebec. (File 10211.)

Order made dismissing the application.

2248. Application of Thaddee Desilets of the Parish of St. Celestin, County of Nicolet, P.Q., under Sections 252 and 253 for an Order to compel the Grand Trunk Railway Company of Canada to provide and construct a suitable passage crossing the said railway line at the point where the said railway crosses obliquely his land, being part of Lot No. 199, of plan and Official Book of Reference of Cadastral Registrement for the Parish of St. Celestin, County of Nicolet, P.Q. (File No. 10847.)

Order made directing railway Company to establish and maintain a farm crossing, at expense of the Applicant. See Order No. 11165.

2249. Consideration of the condition of Plaisance Street Crossing over the Canadian Pacific Railway at Three Rivers, P.Q. (File 9437.152.)

Order made dismissing the application.

2250. Application of the municipality of the Parish of St. Valere de Bulstrode, County of Arthabaska, Quebec, for an Order compelling the Grand Trunk Railway Company to construct and maintain their part of the bridge over the River Noir (Black River) at St. Valere de Bulstrode, County of Arthabaska, Quebec. (File 13530.)

Order made dismissing the application.

2251. Application of the Municipal Corporation of the Village of Montmorency, Quebec County, under Section 237, for an Order directing the Quebec Railway, Light and Power Company to provide and construct two public highway crossings across its railway in the Village of Montmorency, Quebec. (File 8964. Case 4260.)

Order made dismissing the application.

2252. Application of the City of Quebec, P.Q., for an order directing the Quebec Railway, Light and Power Company to cross the main line of the Canadian Pacific Railway Company at Lesage Avenue, in the City of Quebec, P.Q. (File 12529.1.)

Order made dismissing the application.

2253. Complaint of Léon Lamontagne, of St. Malachie, P.Q., that the Transcontinental Railway have taken 100 feet of his land and that in order to cross the said property, the Railway Company made a cut at right angles instead of putting in an overhead bridge, thereby allowing snow to accumulate, causing damage to his land. (File 13136.) Order made dismissing the application.

2254. Application of the Quebec Railway Light and Power Company for an order varying or amending Order of the Board No. 8848, dated the 7th of December, 1909, authorizing the crossing of the Canadian Pacific Railway at St. Valier Street, in the City of Quebec, P.Q.

2255. Application under Section 237 for authority to construct its line of railway across the public road known as Victoria Street, in the Village of Colborne, Township of Cramahe, County of Northumberland, and Province of Ontario. (C. N.O.R.) File 3878.271.

Order made authorizing crossing of Victoria Street by an overhead bridge. Corporation to pass necessary By-law in regard to closing a portion of Queen Street and to open new street north of Queen. Applicant Co. to pay corporation $100 in full of all liability connected with closing of Queen Street. See Order No. 11173

2256. Application under Section 237 for authority to divert Queen Street, in the Village of Colborne, Township of Cramahe, County of Northumberland, and Province of Ontario. (C.N.O.R.) File 3878·272.

Order made granting application in terms of preceding application. See Order No. 11178.

2257. Application of James N. Davis, of Colborne, Ontario, for an Order directing the Canadian Northern Ontario Railway Company to put in a culvert where their tracks cross his farm, in order that he can drive his cattle through to water. (File 14232.)

No order made, the matter having been settled by the Railway Company with the complainant.

2258. Application of the Canadian Northern Ontario Railway Company, under Section 227, for authority to cross with its lines and tracks the lines and tracks of the Grand Trunk Railway of Canada, Wye, in the Town of Cobourg, Township of Hamilton, Ontarioo. (File 3878·269.)

Order made granting application; crossing to be protected by interlocking plant to be installed and maintained at expense of Applicant Company. (See Order No. 11275.)

2259. Application of the Canadian Northern Ontario Railway Company, under Section 159, for sanction and approval of the location of its line of railway through the Township of Sidney, and Town of Trenton, County of Hastings, mile 136 to mile 145·1. (File 3878·270.)

Order made approving revised location, subject to terms of an agreement dated 24th June, 1910, between Applicant Company and Town of Trenton. (See Order No. 11431.)

2260. Consideration of the question of protection at the crossing of the Ontario Division, London Section of the Canadian Pacific Railway Company, at Dundas and Waterloo Road, in the Town of Galt, Ontario. (File 9437·320.)

Order made dismissing application.

2261. Application of the Canadian Northern Ontario Railway Company, under Section 227, for authority to cross the lines and tracks of the Canadian Pacific Railway Company with their lines and tracks at Smiths Falls, Ontario. (Adjourned hearing.) (File 3878·167.)

Application stands. No order to issue at present time upon the understanding that an order will be made upon the terms stated by Counsel of Canadian Northern Ontario Railway Company.

2262. Application of the Grand Valley Railway Company for an Order approving of a location of the proposed Grand Valley Terminal connecting the Grand Valley Railway Company, the Brantford and Hamilton Electric Railway, and the Toronto, Hamilton and Buffalo Railway with the Homedale factory district, in the City of Brantford, Ontario. (File 560·3.)

Order made dismissing the application.

2263. Application of the Grand Valley Railway Company for authority to cross with its railway, the Western Counties Electric Company's Canal, at Murray Street, in the City of Brantford, Ontario.

(Adjourned hearing.) (File 560·4.)

Order made dismissing the application.

2264. Application of the Grand Valley Railway Company for authority to cross with its railway, the tracks of the Toronto, Hamilton and Buffalo Railway Company at Cayuga Street, Brantford, Ontario.

(Adjourned hearing.) (File 7551. Case 3294.)

Order made dismissing the application.

2265. Application of the Grand Valley Railway Company for authority to cross with its railway, the tracks of the Brantford and Hamilton Electric Railway Com-

pany, at Murray Street, Brantford, Ontario. (Adjourned hearing.) (File 7552. Case 3295.)

Order made dismissing the application.

2266. Application of the Brantford & Hamilton Electric Railway respecting reconstruction of Market Street Bridge, Brantford, Ontario.

Note:—Board will take matter up of substituting name of Niagara, St. Catharines & Toronto, for the Toronto, Niagara & Western in Order 9726, dated 23rd February, 1910. (File 8528.)

Order made annuling Order No. 9726 dated 23rd February, 1910, by substituting words "Niagara, St. Catharines & Toronto" for words "Toronto, Niagara and Western" in said Order. (See Order No. 11162.)

2267. Application of the Corporation of the City of Brantford, Ontario, for approval of the construction of a wooden foot bridge, connecting Mary Street and Greenwich street, Brantford, and crossing the Brantford Canal Level, and the Brantford and Hamilton Electric Railway. (File 14873.)

Order made authorizing Applicant ,at its own expense, to construct a foot crossing not over seven feet in width over Brantford & Hamilton Electric Ry. at point in question. (See Order No. 11403.)

2268. Application of the Hamilton Radial Electric Railway Company, under Sections 26, 26A and 237, for an Order directing the City of Hamilton, to provide safety appliances and to erect an overhead crossing at the east end of the City's bridge, on the east side of Sheman Inlet, in the City of Hamilton. (File 14816.)

Order made dismissing application.

2269. Consideration of the question of protection at the level crossing of the Michigan Central Railroad Company at Maldon Street, in the Township of Rochester, ·71 miles west of Woodslee Station, Ontario. (File 9437·537.)

Order made relieving Michigan Central Railway Company from maintaining a watchman as required by Order No. 10972 dated June 22nd, 1910. (See Order No. 11174.)

2270. Application of the Canadian Northern Ontario Railway Company under Sections 159 and 167 of the Railway Act, for approval of the revised location of its line of railway through the Town of Cobourg, in the Township of Hamilton, County of Northumberland, and province of Ontario. (File 3878·43.)

Order made granting the application. (See Order No. 10866.)

2271. Application of the Canadian Northern Ontario Railway Company, under Section 159, for approval of its location through the County of Hastings, from Mileage 116 to mileage 144 west from Ottawa, Ontario. (File 3878. Case 1480.)

Order made approving location. (See Order No. 11276).

2272. Application of the Canadian Northern Ontario Railway Company, under Section 227, for authority to construct its lines and tracks across the lines and tracks of the Grand Trunk Railway Company of Canada, (Belleville Branch), at Belleville, Ontario. (File 3878·250.)

Order made granting the application, subject to conditions set out in Order. (See Order No. 11274.)

2273. Application of the Niagara, St. Catharines & Toronto Railway Company, under Section 167, for approval of revised location of its line of railway across ponds 1, 2 and 3, opposite locks 12, 13 and 14, Old Welland Canal, Merriton, Ontario.

(File 3025.11).

Order made approving revised location.

(See Order No. 11401).

2274. Application of the Canadian Pacific Railway Company, under Sections 222, 237 and 227, for authority to lay an additional track across the road allowance between Concessions 1 and 2, Lot 7, Township of Etobicoke, County of York, and to join said track to the main line of the Grand Trunk Railway Company.

(File 10112.1).

Order made granting application to cross, subject to certain conditions set forth in Order.

(See Order No. 11272).

2275. Consideration of the question of protection at the crossing of the Canadian Pacific Railway Company at Weston, in the Township of York, Ontario. (File 9437-80.)

Order made directing C.P.R. to install Whyte Signal Electric bell by the 27th August, 1910; 20 per cent of the cost to be paid out of the Railway Grade Crossing Fund, 50 per cent by the Village of Weston, and 30 per cent by the Township of York. The bell to be maintained at the expense of the Railway Company. Any dispute as to expense or otherwise to be settled by the Board's Chief Engineer.

2276. Application of the Corporation of the City of Toronto, Ontario, under Sections 237 and 238, for an Order directing the Grand Trunk Railway Company of Canada to provide protection at its crossing at Woodbine Avenue, in the City of Toronto, Ontario. (File 9437.102.)

Order made dismissing application.

2277. Application of the Grand Trunk Railway Company, under Sections 227 and 237, for authority to extend four siding tracks across St. Clair Avenue, and the track of the Toronto Suburban Railway Company at that point, in the City of Toronto, Ontario. (File 14685.)

Order made authorizing G.T.R. Co. to construct two additional tracks across St. Clair Avenue, and also across tracks of Toronto Suburban Railway Company where it intersects Applicant Company's line at St. Clair Avenue,—all at Applicant Company's expense. (See Order No. 11141.)

2278. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Lightbourne Avenue, Toronto, Ontario, County of York. (File 4488.8.)

Order made subject to the following conditions: that if C.P.R. tracks be elevated, the tracks of Applicant shall be elevated upon such terms as the Board may direct; that before road is open for traffic, protection shall be provided at such road crossing as the Chief Engineer of the Board may recommend. If protection is recommended at crossings that other road or roads are interested in, the cost of protection shall be apportioned by the Board.

2279. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Dunbar Avenue, in the City of Toronto, County of York, Ontario. (File 4488-9.)

Order the same as in No. 2278.

2280. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Dufferin Street, in the City of Toronto, County of York, Ontario. (File 4488-10.)

Order the same as in No. 2278.

2281. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Primrose Avenue, in the City of Toronto, County of York, Ontario. (File 4488-11.)

Order the same as in No 2278.

2282. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Bartlett Avenue, in the City of Toronto, Ontario. (File 4488-12.)

Order the same as in No. 2278.

2283. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Hanburg Avenue, in the City of Toronto, County of York, Ontario. (File 4488-13.)

Order the same as in No. 2278.

2284. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Shaw Street, in the City of Toronto, County of York, Ontario. (File 4488-14.)

Order same as in No. 2278.

2285. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Christie Street, in the City of Toronto, County of York, Ontario. (File 4488-15.)

Order same as in No. 2278.

2286. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Ossington Avenue, in the City of Toronto, Cunty of York, Ontario. (File 4488-16.)

Order same as in No. 2278.

2287. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Davenport Road, in the City of Toronto, County of York, Ontario. (File 4488-17.)

Order same as in No. 2278.

2288. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Albany Avenue, in the City of Toronto, County of York, Ontario. (File 4480-18.)

Order same as in No. 2278.

2289. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Howland Avenue, in the City of Toronto, County of York, Ontario. (File 4488-19.)

Order same as in No. 2278.

2290. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Huron Street, in the City of Toronto, County of York, Ontario. (File 4488-20.)

Order same as in No. 2278.

2291. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Spadina Road, in the City of Toronto, County of York, Ontario. (File 4488-21.)

Order same as in No. 2278.

2292. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Bathurst Street, in the City of Toronto, County of York, Ontario. (File 4488-22.)

Order same as in No. 2278.

2293. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Main Street, in the City of Toronto, County of York, Ontario. (File 4488-23.)

Order same as in No. 2278.

2294. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Malvern Street, in the City of Toronto, County of York, Ontario. (File 4488-24.)

Order same as in No. 2278.

2295. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to cross Emerson Avenue, in the City of Toronto, County of York, Ontario. (File 4488-25.)

Order same as in No. 2278.

2296. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Chandes Avenue, in the City of Toronto, County of York, Ontario. (File 4488-26.)

Order same as in No. 2278.

2297. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Connelly Street, in the City of Toronto, County of York, Ontario. (File 4488-27.)

Order same as in No. 2278.

2298. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Campbell Avenue, in the City of Toronto, County of York, Ontario. (File 4488-28.)

Order same as in No. 2278.

2299. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Ford Street, in the City of Toronto, County of York, Ontario. (File 4488-29.)

Order same as in No. 2278.

2300. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Osler Avenue, in the City of Toronto, County of York, Ontario. (File 4488-30.)

Order same as in No. 2278.

2301. Application of the Toronto, Niagara and Western Railway Company, under Section 235, for authority to construct its railway across Western Plan Road in the City of Toronto, County of York, Ontario. (File 4488-31.)

Order same as in No. 2278.

2302. Application of the Toronto, Niagara and Western Railway Company, under Sections 176, 177 and 178, for authority to take, use and occupy portions of Lot 35, Concessions 3, in the City of Toronto, County of York, and part of Lots 14 and 24 inclusive. (File 4488-32.)

Order made granting the application, subject to the following terms: 1. That the Board's Chief Engineer shall decide the quantity of G.T.R. land required for purpose of diverting the highway. 2. That the Board's Engineer shall decide the compensation to be paid by the Applicant company to the G.T.R. Co., if parties cannot agree.

2303. Complaint of the Municipality of Colchester South alleging inadequate passenger and freight service furnished by the Père Marquette Railroad Company. (File 11519.)

Order made dismissing complaint.

2304. Application of the Grand Trunk Railway Company of Canada, under Section 258, for approval of proposed re-arrangement of tracks and location of new passenger station at Cobourg, Ontario. (File 14884.)

Order made approving re-arrangement of Applicant Company's tracks, with the exception of most Northerly spur track. (See Order No. 11275.)

2305. Application of the Township of Orillia, for an Order under Section 237 of the Railway Act, 1903, as re-enacted by Section 4 of Chapter 32, of the Statutes of Canada, 1909, for an Order directing the Grand Trunk Railway of Canada to provide and construct, or for leave to the applicants to construct, a suitable publis highway crossing over its railway at or near Severn Bridge Station in the Township of Orillia, County of Simcoe, Province of Ontario, where the Company's railway intersects Lot Number Twelve in the Fifteenth Concession of the said Township. (Application No. 14543.)

Order made authorizing the construction of the highway across G.T.R. tracks at Severn Bridge Station; private farm crossings of James Blackwell and R. J. Blackaby to be closed by consent of owners. (See Order No. 11166.)

2306. Complaint of A. L. Noble, of Norval, Ontario, respecting the train service of the Grand Trunk Railway between that point and Toronto, Ontario. (Application 14934).

Order made dismissing complaint. (See Order No. 11168.)

2307. Application of the Quebec Oriental Railway Company for sanction of an agreement of sale, entered into between the Royal Trust Company and the Quebec

Oriental Railway Company on the 19th May, 1910, whereby the former Company has sold to the latter Company, subject to the sanction of the Governor General in Council, the railways existing between Matapedia and Caplin and Caplin and Paspebiac, in the Province of Quebec, known as the Baie des Chaleurs section of the Atlantic and Lake Superior Railway Company. (Application No. 14723.)

Order made approving agreement and recommending to Governor in Council for sanction.

2308. Application of the residents of the City of Ottawa, residing for a portion of the year along various points on the line of railway known as the Maniwaki Branch of the Canadian Pacific Railway Company, as well as permanent residents of the district served by the said line of railway, complaining that the location of the Canadian Pacific Railway Company's Union Station is unsuitable for the purposes of arrival and departure of trains running on the said branch line; and applying for an Order requiring the arrival and departure of trains at and from the Central Station or the station situated at Nepean Point or between Nepean Point and the said Central Station. (Application 12992.)

(NOTE.)—Board will hear application to determine questions of law for Supreme Court in this case.

Order made dismissing application. (See Order No. 11317.)

2309. Application of the G.T.R. Co. under Section 178 of the Railway Act to expropriate portion of adidtional right of way required for Toronto Grade Separation Work west of Bathurst St. in the City of Toronto, Ont. (Application 588·7.)

Order made granting application subject to conditions set out in order. (See Order No. 11619.)

2310. Application of the C.N.O.R. under Sec. 227, for authority to construct its lines and tracks across the lines and tracks of the spur line from the G.T.R. to the Lehigh Valley Cement Works. (Application No. 3878·254.)

Order made granting application. Full interlocking plant to be put in by, and at the expense of, the Applicant Co. (See Order No. 11798.)

2311. Application of the T. H. & B. Ry. under Secs. 221, 227, and 235 and 237 for authority to construct, maintain and operate a branch line in the City of Hamilton, across Brant Street, and across lands and tracks of the Hamilton, Northwestern Division of the G.T.R. Co. to the premises of the Oliver Chilled Plow Works of Canada, Limited, Hamilton, Ont. (Application No. 14949.)

Order made authorizing Applicant Co. to construct branch line upon conditions set out in order. (See Order No. 11424.)

2312. Application of G.T.R. Co., under Sec. 178 for authority to take certain adidtional lands at Belleville Jct., and in the Twp. of Thurlow, Co. of Hastings, Ont. (Application No. 15192.)

Order made granting application upon terms set forth in resolution of Township of Thurlow, dated 22nd July, 1910. (See Order No. 11338.)

2313. Application of the City of Fort William, Ontario, under Section 237, for an Order directing the Canadian Pacific Railway Company to provide a highway crossing at Neebing Avenue, in the City of Fort William, Ontario. (File 14331).

Order made dismissing the application.

2314. Application of the City of Fort William, Ontario, under Section 237, for an Order directing the Canadian Pacific Railway Company to provide a highway crossing at Crawford Avenue, in the City of Fort William, Ontario. (File 14332.)

Order made that C.P.R. Co. construct highway crossing where Crawford Avenue produced crosses Company's right of way; work to be done by 1st November, 1910. Applicant to pay Railway Company the cost of construction. (See Order No. 11556.)

2315. Application of the City of Fort William, Ontario, under Section 237, for an Order directing the Canadian Pacific Railway Company to provide a highway crossing at Stanley Avenue, in the City of Fort William, Ontario. (File 14333.)

C.P.R. Co. to construct highway crossing where Stanley Avenue produced crosses Coy's right of way. Work to be completed by 1st Nov., 1910; cost of construction to be paid by Applicant to Company. See Order No. 11551.

2316. Application of the City of Fort William, Ontario, under Section 237, for an Order directing the Canadian Pacific Railway Company to provide a highway crossing at Mountain Avenue, in the City of Fort William, Ontario. (File 14334.)

Order made that C.P.R. Co. construct highway crossing over its right of way where same is intersected by Mountain Avenue produced. Work to be done by 1st Nov., 1910. Cost of construction to be paid by Applicant.

2317. Consideration of the question of protection of the Canadian Pacific and Canadian Northern Railways crossing at Park Street, Port Arthur, Ont. (File 92437·479.)

No Order made.

2318. Application of the Mount McKay & Kakabeka Falls Railway Company, under Section 227, for authority to cross the tracks of the Canadian Pacific Railway Company at Yonge Street in the City of Fort William, Ont. (File 5585. Case 2281.)

No Order made.

2319. Application of the Mount McKay & Kakabeka Falls Railway Company, under Section 227, for authority to cross tracks of Canadian Northern Railway at Young Street, City of Fort William, Ontario. (File 5585. Case 2779.)

No Order made.

2320. Application of the City of Fort William, Ontario, under Section 237, for authority to cross spur of the Grand Trunk Pacific Railway with its Street Railway, on the level, at Montreal Street, in order to enable the Street Railway to cross the Grand Trunk Pacific bridge at West Fort William. Ont. (File 5585. Case 2278.)

Order made that the Mount McKay & Kakabaka Falls Railway Co. be authorized to operate its cars over the said crossing on Yonge Street: and the Grand Trunk Pacific Ry. Co., to operate its trains over the said crossing at a rate of speed not exceeding ten miles an hour. See Order 11977.

2321. Application of the Grand Trunk Pacific Railway Company, under Section 221, for authority to construct branch lines or sidings leading from and adjacent to the Applicant Company's Main Line, Fort William, Ontario. (File 13405.)

Order made refusing application. See Order No. 12124.

2322. Application of the City of Port Arthur, under Sections 258, 269 and 284, for an Order directing the Grand Trunk Pacific Railway Company to furnish freight and passenger facilities to the City of Port Arthur over the Lake Superior Branch. (File 1519·20.)

Application withdrawn.

2323. Application of the City of Fort William, Ontario, under Section 237, for an Order directing the C.N.R. Co., to provide and construct a suitable railway crossing over the company's railway where Argyle Street in a straight line would intersect the railway; and also for an Order allowing the opening up and construction of Argyle Street over and across the railway on the level. (File 15274.)

Order made refusing the application to construct highway crossing on Argyle Street produced, and directing the Railway Co. to construct a crossing on Maryland Street. Work to be done by 1st October, 1910; and Applicant to pay cost of construction to Railway Co. See Order No. 11554.

2324. In *re* the application of the Corporation of the City of Victoria, B.C., for an Order to review, rescind or vary the Order of the Board No. 3731, and for an Order under Section 238 of the Railway Act, that the Esquimalt and Nanaimo Railway Company submit to the Board a plan and profile of the portion of the railway at the place or point where the said line crosses the land known as the Old Esquimalt Road in Victoria West, and for an Order under Section 237 of said Act to construct

a level crossing for vehicular traffic, and to remove the existing fences across the said highway. (Adjourned hearing.) (File 5663. Case 4891.)

Order made that Railway Co. carry Wilson Street across its right of way at point shown on plan filed, upon Applicant providing for removal of trees upon south-west corner of crossing and undertaking that no obstruction to view will be placed on north-west side of crossing. See Order No. 12041.

2325. Application of the Esquimalt and Nanaimo Railway Company under Section 237, for leave to maintain in its present condition a passage for foot passengers only, at point of crossing of Old Esquimalt Road, or in alternative, to divert Old Esquimalt Road between William Street and Dalton Street upon and along Dalton Street, in the City of Victoria, B.C. (File 56. Case 2292.)

Application dismissed.

2326. Application of the Chief Commissioner of Lands of the Province of British Columbia for an Order further regulating the operation of railway locomotive within the Province of British Columbia in regard to the spreading of fires upon adjacent lands in the dry seasons of the year. (File 4741.2).

Stands at the request of Counsel for the British Columbia Government, which is to obtain and furnish to the Board certain information in connection with the matter.

2327. Application of the City of Vancouver, under Section 232 for an Order directing E. & N. Ry. Co. to enlarge the swing Ry. Bridge crossing Victoria Harbour by removing central pier. (File 11118.)

Order made directing that, until further notice, the regulations of the Board regarding the operation of the draw bridge of the Esquimalt and Nanaimo Railway across the Northern Arm of the Harbour of the City of Victoria, B.C., be as set forth in detail in the Order. See Order 12644.

2328. Application of the Government of British Columbia, to construct highway over E. & N. Ry., near Koksilah Station, B.C. (File 15769.)

Order made granting application.

2329. Application of the Commissioners of the Transcontinental Railway, under Section 176, for authority to use portion of main line of the Canadian Northern Railway as shown on plan between points marked "A" and "B" (about 2 miles) and the points "B" and "C" (about 0·43 miles) on the Dundee Branch of said Railway. (File No. 15401.)

Order made granting temporary running rights to Applicants over portions C.N.R. shown on plan filed, subject to condition set forth in Order. See Order No. 11547.

2330. Application of Fred Allen and Mary Allen for an Order approving the extension of the C.P.R. tracks from the boundary of Lot seven, Block Fifty-four, Sub-division One Hundred and Eighty-five, Vancouver, B.C., up to which point said tracks are now laid across lots Seven and Eight in said Block and subdivision for the purpose of getting trackage to wharves already constructed on said lots. (File 9867. Case 4811).

Order made approving location of siding. See Order No. 11731.

2331. Application of the Municipality of Matsqui, B.C., under Section 237, for authority to construct the highway known as the "Aish and Creamer Road" across the Mission Branch of the Canadian Pacific Railway. (File 13075.)

No Order made. Company undertakes to bear expense of crossing.

2332. In *re* complaint of Matsqui Sumas, Board of Trade in respect to the Canadian Pacific Railway Company's crossing at Essendene Avenue (Yale Road), Abbotsford, B.C. (File 15026.)

No Order made. Coy. agreeing to make changes suggested by complainant.

2333. Application of the Corporation of the Township of Sumas, B.C., et al, under Sections 238 and 154, for the removal of a building situate on International Avenue

in the Townsite of Huntingdon, and occupied by the Canadian Pacific Railway Company. (File 14525.)

Order made granting British Columbia Government leave to open certain streets across C.P.R. tracks in accordance with terms set out in order. (See Order No. 14525.)

2334. Application of the Corporation of the Township of Sumas, B.C., et al, under Sections 238 and 154 for an Order directing the Canadian Pacific Railway Company to provide a suitable crossing at Fourth Street, Townsite of Huntingdon, District of Westminster, B.C. (File 14526).

Order same as in No. 2333.

2335. Application of the Corporation of the Township of Sumas, B.C., et al, under Sections 238, and 154 for an Order directing the Vancouver, Victoria and Eastern Railway and Navigation Company to provide a new wagon road near the junction of Third and "D" Streets, Townsite of Huntingdon, District of New Westminster, B.C. (File 14527.)

Order same as in No. 2333.

2336. Application of the Corporation of the Township of Sumas, B.C., et al, under Sections 238, and 154, for an Order directing the Vancouver, Victoria and Eastern Railway and Navigation Company to furnish a new wagon road to the west of the present wagon road which runs adjacent to the Canadian Pacific Railway, Townsite of Huntingdon, District of New Westminster, B.C. (File 14528.)

Order same as in No. 2333.

2337. Application of the Corporation of the Township of Sumas, B.C., et al, under Section 284, for an Order directing the Canadian Pacific Railway Company, and the Vancouver, Victoria, and Eastern Railway and Navigation Company, to provide, offices on the Canadian side of the International Boundary line in the Townsite of Huntingdon, District of New Westminster, B.C. (File 14529.)

Order made refusing application.

2338. Application of C. J. Piper, of Piper Siding, B.C., for an Order directing the Great Northern Railway Company to construct a crossing at that point. (File 14136.)

Order made dismissing application, a crossing having been made.

2339. Complaint of the New Westminster Board of Trade and others against alleged dangerous condition of the North Road Railway Crossing on the Vancouver, Victoria and Eastern Railway between City of New Westminster and the Towns of Fort Moody and Barnet. (File 9437-99.)

Order made directing V. V. & E. Ry. and Nav. Co., to protect crossing with day and night watchman and provide shelter for men. Wages of watchmen to be borne as follows:—Municipality of Coquitlam, 10 per cent; Municipality of Burnaby, 15 per cent; New Westminster, 25 per cent; and Ry. Co., 50 per cent. See Order No. 11734.

2340. Complaint of the residents of Abbotsford, B.C., respecting condition of the Vancouver, Victoria, and Eastern Railway over Pauline Street, Montrose Avenue, Cypress Street, and to have Railway open up same; also alleging very bad condition of Oscar Street. (File 11678.)

Order made directing widening of dump on Oscar Street on the North side of Railway to 20 feet at top; work to be finished by 15th November, 1910. Railway to construct on Montrose Ave., work to be finished by 1st September, 1911. Expenses to be borne,—48 per cent by Government of British Columbia, 32 per cent by Railway Co., and 20 per cent out of the Railway Grade crossing fund. See Order No. 12040.

2341. Consideration of the question of protection of the crossing at Columbia Avenue, over the English Bay Branch of the Canadian Pacific Railway, Vancouver, B.C. (File 9437-343.)

See judgment of Comm. Mills, Appendix "C."

The Board is of the opinion that the Railway Company should be re required to protect crossings of Columbia Ave. and Powell Street by a flagman from 7 a.m to 11 p.m., the British Columbia Electric Ry. Co. to refund the C.P.R. one-sixth of the wages of the man or men employed.

2342. Consideration of the question of protection of the Canadian Pacific Railway Crossing at Powell Street, Vancouver, B.C. (File 9437-506.)

See Judgment of Comm. Mills, Appendix "C."

The Board is of opinion that the Railway Company should be required to protect crossings of Columbia Ave. and Powell Street by a flagman from 7 a.m. to 11 p.m., the British Columbia Electric Ry. Co. to refund the C.P.R. one-sixth of the wages of the man or men employed.

2343. Consideration of the question of protection of the Canadian Pacific Railway Crossing at Carrall Street, Vancouver, B.C. (File 9437-504.)

See judgment on Comm. Mills, Appendix "C."

The Board is of the opinion that the Railway Company should be required to protect crossings of Columbia Ave. and Powell St. by a flagman from 7 a.m. to 11 p.m. the British Columbia Electric Ry. Co. to refund the C.P.R. one-sixth of the wages of the man or men employed.

2344. Application of the Vancouver, Victoria & Eastern Railway and Navigation Company, under Sections 221-225, for an Order approving of a Branch line from a point on the Company's Main Line in the Town of Huntingdon, in the Province of British Columbia, to the International Boundary, a distance of 300 feet. (File 14710.)

Order made approving the location of the Branch line in question upon the consent of the Municipality of Sumas. See Order 11732.

2345. Application of the V.V. & E. Ry. and Nav. Co. under Sections 227 and 237 for leave to carry industrial tracks over the tracks of the B. C. Electric Railway Co., also over the following streets in the City of Vancouver, B.C., Harris and Hastings Streets between Barnard and Harris, over Barnard Street, over Harris Street, over lane between Harris and Keefer Streets, over Pender Street, over lane between Pender and Hastings Streets, over Raymur Avenue between Hastings and Cordova Street over Cordova Street.

(NOTE). Board will take up the matter of tracks "a" and "b" referred to in original application. (File 13224.)

Order made granting leave to Applicant Co. to carry tracks marked "A" and "B" over Electric Ry. Co., tracks and streets shown on plan. All questions relating to a portion of grades and cost reserved. See Order No. 12403.

2346. Application of the Canadian Northern Railway Company (as successors by amalgamation to the Edmonton, Yukon & Pacific Ry. Co.) for authority to take possession of, use, and occupy certain lands belonging to the Canadian Pacific Railway Company forming parts of the right of way of the Canadian Pacific Railway from Lytton southerly down the east side of the Fraser River as far as the Cisco Bridge, about mile 7 south of Lytton, and forming part of the Canadian Pacific Railway right of way north and east of Lytton on the south bank of the Thompson River, being mile 0, to about mile 3, near Gladwin, as shown on the land plan, on the contour plan and on the profiles of the two railways. (File 3539-25.)

2347. Application of the Canadian Northern Railway Company (E.Y. & P. Ry.) under Section 159 for sanction and aprpoval of the location of its line of railway from mileage 0 to mileage 7, up the North Thompson River from Lytton, B.C., also for an Order under Section 167 amending the plan approved by Order No. 7746, dated August 5th, 1909, in respect to the most northerly 338 feet thereof, which is changed from a tangent to a 3 degree curve to the right.

(NOTE.) This matter is set down for hearing in view of a letter dated February 2nd, 1910, from Mr. E. W. Beatty, General Solicitor of the Canadian Pacific Railway Company. (Adjourned hearing). (File 3539.14.)

Matter referred by consent of the Railway Companies to Mr. C. E. Cartwright, to inspect and report on.

2348. Application of the Canadian Northern Railway Company, (E. Y. & P. Ry.) under Section 159, for approval of the location of its line of railway from Section 2, Township 15, Range 17, West of the 6th Meridian to Section 11, Township 14, Range 17, West of the 6th Meridian. Milege 0 to Mileage 5, Province of British Columbia.

(NOTE) This matter is set down for hearing in view of a letter dated February 2nd, 1910, from Mr. H. W. Beatty, General Solicitor of the Canadian Pacific Railway Company.

(Adjourned hearing.) (File 3359-4.)

Matter referred by consent of the Railway Companies to Mr. C. E. Cartwright, to inspect and report on.

2349. Complaint of A. E. BURNETT & COMPANY, LIMITED, of Vancouver, B.C., respecting switching charges of the Great Northern Railway Company, the British Columbia Electric Company and the Canadian Pacific Railway Company. (File 6713-10.)

Order made dismissing the application. See Order No. 12089.

2350. Complaint of the Board of Trade of Dawson City, Yukon Territory, and White Horse Board of Trade alleging exorbitant freight and passenger rates on White Pass and Yukon Railway. (File 2030.)

Order made that the British Yukon Ry. Co., the British Columbia Ry. Co., the Pacific & Arctic Ry. & Nav. Co. and the White Pass an Yukon Ry. Co. desist from discriminating against the applicant in favour of the Atlas Mining Co. and others, and that the Railway Co. cease and desist from discriminating in favour of the locality in which the Atlas Mining properties are located, against the locality in which the mines of the applicant are located. Also that the Railway Co. file with the Board tariffs showing the rates granted to the Atlas Mining Co. in pursuance of an agreement between the Pacific & Arctic Ry. & Nav. Co. and the British Yukon Ry. & Atlas Mining Co., bearing date the 1st March, 1910. Also directing the Ry. Cos. to file a tariff amending or supplemental to C.R.C. 9 issued 16th Sept., 1909, and other directions as set forth in Order. See order 11819.

Complaint of J. H. Conrad alleging excessive freight rates charged by the White Pass & Yukon Route on ores from Carcross to Skagway and on Mining Machinery and Camp Supplies from Skagway to Carcross. (File 10556.)

2351. Order made that the White Pass & Yukon Route and White Pass and Yukon Ry. Co. load ore for shipment upon the line of the said Railway Companies, at or near the point which the aplpicants have been permitted by the Railway Cos. in the past to load the said ore upon the lines of the railway company, at or near Caribou crossing, until the application of the industrial siding is disposed of or the same constructed and providing that the Railway Companies shall be liable to forfeit in pay a penalty of $100 per day for each day that the applicant is not permitted to load ore at the point in question. See order 12512.

2352. Consideration of the question of protection of the Canadian Pacific Railway crossing highway at the west end of Creston Yard, District of West Kootenay, B.C. (File 9437-653.)

No Order made

2353. Complaint of the Board of Trade, Greenwood, B.C., and Donald O. McKay, alleging the unauthorized connection at Danville, Midway, and Myncaster; also the unauthorized deviation of the authorized line; discrimination in the matter of tarriffs of tolls between Princeton and Rossland; and application for an Order to prohibit the operation of branch line at or near Myncaster . (Adjourned hearing.) (File 9772.)

Order made dismissing complaint.

2354. In the Matter of application of the Corporation of the City of Grand Forks, in the Province of British Columbia, for an Order directing the Kettle River Valley Railway Company to carry out the terms and conditions of its agreement with the City, dated the 7th day of March, 1906, and forwith to construct, maintain and operate a line of railway so as to afford proper and adequate facilities for passengers and freight from the said City of Grand Forks for a distance of fifty (50) miles up the north fork of Kettle River. (File 15512.)

Order made dismissing the application. See Order No. 12482.

2355. Petition of the residents of Blairmore, Alta., relative to the location of the Canadian Pacific Railway Company's station at that point. (File 1478.)

No Order made.

2356. Consideraion of the matter of protection at Galt Street crossing, Lethbridge, by the C.P.R. and Alberta Railway and Irrigation Co.'s lines. (File 9437-525.)

Board directs that Order go when the plans are completed and filed.

2357. Application of Canadian Pacific Ry. Co. under sec. 258 of the Railway Act, for an Order authorizing the location of a proposed new station at Kipp, on the Crow's Nest Branch, in the Northeast Quarter of Section 30, Township 9, Range 22, West of the Fourth Meridian, Province of Alberta. (File 15200.)

Order made refusing the application. See Order 12506.

2358. Complaint of W. R. Dobbin of Lethbridge, Alta. complaining of the dangerous condition of the crossing of the Canadian Pacific Ry. Co. where its railway crosses (a) the McLeod Trail, so called, at mileage 2·6, west of the City limits of the City of Lethbridge: (b) the road allowance between Kipp and Monarch, Sections 1 and 2, Township 10, Range 23, West of the 4th Meridian. Mileage 10·6; and (c) the road allowance in section 33, Township 10, range 23, west of the 4th Meridian, all in the Province of Manitoba. File 14019.

Order made that the Railway Company provide and construct an overhead bridge about 1,200 feet west of the present crossing at mileage 2·6, and an overhead bridge as mileage 10·6; and that the Company submit detail plans of the work for the approval of an Engineer of the Board, and complete the work by the 1st June, 1911. See Order 12062.

2359. Application of the Canadian Pacific Ry. Co. under Section 222 of the Railway Act, to consoruct three industrial spurs for the West Canadian Collieries, Limited, in the Northeast quarter of Sec. 20, Twp. 7, Range 3, West of the 5th Meridian, at Bellevue, Alta. (File 16358.)

Order made authorizing the Company to construct the spurs in question, each spur to be completed by the 13th March, 1911. See Order 12521.

2360. Application of the City of Calgary, Alberta, under Section 237, for authority to construct a subway under the tracks of the Calgary and Edmonton Branch of the Canadian Pacific Railway Company where the same crosses the road allowances between Sections 11 and 12, Township 24, Range 1, West of the 5th Meridian, on the line of 15th street, in the City of Calgary, Alberta. (Adjourned hearing.) (File 11824.)

Stands until City of Calgary advises Board of what it desires to be done in the matter.

2361. Application of the City of Calgary, Alberta, under Section 237 of the Railway Act, for authority to construct a subway under the tracks of the Canadian Pacific Rilway Company's main line where the same crosses the road allowances between Sections 11 and 12, Township 24, Range 1, West of the 5th Meridian, on the line of the 15th Street, in the City of Calgary, Alberta. (Adjourned hearing.) (File 11823.)

Order made authorizing construction of overhead bridge in accordance with the conditions set forth in agreement dated 20th August, 1910, between City of Calgary and Railway Co.

2362. Consideration of the question of protection of the Canadian Pacific Railway Crossing of Main Street, Medicine Hat, Alta. (File 9437-515.)

Order made directing Railway Co. to file with Board by 16th October, 1910, a plan showing location of gates at Main Street. Company to construct and complete said gates within 60 days after approval of plan. Cost to be paid: 40 per cent by Railway Company, 40 per cent by the City of Medicine Hat, and 20 per cent out of the Railway Grade Crossing Fund. Gates to be operated day and night by employees of Ry. Co. Cost of maintenance to be divided equally between City and Ry. Co. See Order No. 11824.

2363. Application, under Secs. 222 and 237, for authority to construct, maintain and operate an industrial spur for Sidney Houlton, along the lane in Block 69; thence across Fourth Street; thence across Lots 46 to 48 in Block 67, Calgary, Alta. (File 15080).

Order made granting the C.P.R. Co. leave to file plan showing location of spur and after approval of plan by Board to construct spur across Fourth Street. In event of protection being needed at crossing, applicant to bear such portion as Board may determine. See Order No. 11821.

2364. Application of the Canadian Northern Ry. Co. under Sec. 159 of the Railway Act, for the sanction and approval of the location of its line of railway through a part of the City of Calgary, Alta. (File 12924-20.)

Application withdrawn.

2365. Application of the Town of High River, Alta., for an order directing the removal of one of the tracks of the Calgary and Edmonton Railway Company, across Third Street, in the Town of High River. (File 15739.)

Application withdrawn, as the matter had been settled by the Company granting the request of the Town.

2366. Application of the City of Calgary under Sec. 237 of the Railway Act, for authority to construct bridge over the MacLeod Branch of the Canadian Pacific Railway Co. at Eleventh Street East, Calgary, Alta. (File 15489.)

Order made granting leave to the City of Calgary to erect overhead bridge at the point in question, and providing that the expense in connection with the erection and maintenace thereof be borne by the applicant. See Order 11810.

2367. Application of the City of Calgary, under Sec. 227 of the Railway Act, to construct a subway under the tracks of the Canadian Pacific Ry. Co. at Eighth Street West in the City of Calgary. (File 15488.)

Order made authorizing the City of Calgary to construct the said subway in accordnace with Paragraph 14 of the agreement between the City and the Railway Company, dated the 14th September, 1906. The division of cost and the work to be apportioned as provided in said paragraph 14. Work to be completed by 1st September, 1911.

See Order No. 12454.

2368. Application of the City of Calgary, Alta., for an order authorizing and directing the construction of a subway crossing the tracks of the Canadian Pacific Railway Co. at Rose Street (now Fourth Street West) in the City of Calgary. (File 15556.)

Order made that the construction of a subway as applied for be postponed for further consideration, upon the application of either party; and providing that the Railway Company file a plan with the Board by the 17th October, 1910, showing the location of the gates on Fourth Street, and within sixty days after the approval of the said plan erect and maintain gates, operating the same day and night at the expense of the Railway Company. The rights to the parties under agreement bearing date the 14th September, 1906, in no way to be prejudiced by this Order. 20 per cent of the cost of constructing the gates to be paid out of the Railway Grade Crossing Fund. See Order 11822.

2369. Application of G. H. Furnival for an Order directing the Grand Trunk Pacific Railway Company to treat with the Applicant in respect of damages sustained by him in respect of his property. Lot 16, in R.L. 14, Edmonton, Alberta, by the construction and operation of the railway across Clark Street; immediately west of the land described herein. (File 13372.)

Stands for six months for completion of agreement between City of Calgary and Ry. Co.

Application stands to be taken up at the next Edmonton Sittings of the Board.

2370. Application of the Local Improvement District 27-S-4 Alberta, for an Order compelling the Grand Trunk Pacific Railway to carry out the terms of the Order of the Board No. 8462, dated October 20th, 1909, with respect to the crossing the G.T.P. Ry., over Fort Saskatchewan Trail. (File 9023.)

Order made authorizing Railway Co. to expropriate certain lands, and directing Railway Co. to file plan by the 29th of September, and carry its line over Norton Street in said City; all work to be completed by 1st July, 1911. Also providing that Saskatchewan trail be not closed for public traffic until the completion of Norton Street Bridge. See Order 11812.

2371. Application of the G.T.P. Branch Lines Company, under Section 237, for an Order approving of highway crossing and road diversion in the northeast quarter Section 34, Township 45, Range 21, West 4th Meridian, District of North Alberta, Province of Alta. (File 10821-2.)

Order made that Railway Co. file plans for overhead bridge by the 19th of October 1910; Local Improvement District and Government to pay $200.00 and $500.00 respectively towards the construction of the work. Work to be completed by 15th June, 1911. Local Improvement District to complete approaches at both ends of bridge. See Order No. 11823.

2372. Application of the Grand Trunk Pacific Railway, under Section 237, for an Order approving of its highway crossing and road diversion in South West Quarter Section 1, Township 51, Range 19, West of the Fourth Meridian, District of North Alberta; also application of the Town of Tofield, under Section 237, for approval of the highway crossing, namely the extension of King Street across the tracks of the Grand Trunk Pacific Railway, in the Southwest Quarter of Section 1, Township 51, Range 19, West of the Fourth Meridian, District of North Alberta, Province of Alberta. (File 2236-37.)

No Order made. See Judgment of Chief Commissioner, Appendix "C."

2373. Complaint of the Canadian Northern Railway Company alleging that the cars of the Edmonton Street Railway pass over the railway crossing at east end of station platform without the Conductor getting off in the proper manner and giving the Motorman a "clear" signal. (File 15069.)

Application withdrawn.

2374. Application of the Local Improvement District 24-S-4, Millet, Alberta, for an Order directing the Calgary & Edmonton Railway Company (C.P.R.) to provide a highway crossing over the railway opposite Edward Street in the village of Millet, Alberta. (File 13637.)

Order made granting Applicant leave to extend Alexdra Street across Railway Company's right of way at point shown on plan. Railway Company granted leave to remove switch at the south end of the business track to a point outside the limit of the said crossing. (See Order No. 11809.)

2375. Consideration of the question of protection of the Canadian Pacific Railway crossing at Whyte Avenue, Strathcona, Alta. (File 9437-509.)

No Order made. Stands until the High Level Bridge is completed.

2376. Application of the Edmonton Board of Trade, under Sections 314 to 339 inclusive, for an Order directing the Canadian Pacific Railway, Canadian Northern Railway, and Grand Trunk Pacific Railway Companies, to immediately issue and put

into effect new freight Tariffs on classes one to ten inclusive, on goods shipped from Port Arthur and Fort William to Edmonton. (File 14384.)

No Order issued. Judgment of the Chief Commissioner concurred in by Commissioner Mills to the effect that this case is covered by the Order made in the Regina Board of Trade case, which requires the Companies to remove existing discrimination by reducing rates from Fort Willam and Port Arthur to Regina and other points west of the favoured points.

2377. Application of the Alberta Central Railway for approval of location of its line from the Town of Red Deer, westerly and northerly, to Rocky Mountain House. (File 1409-2.)

(NOTE.) The Board will consider the question of having the Railway Company deliver passengers and local freight within the Town of Red Deer. (File 14097.)

Application withdrawn.

2378. Complaint of the North Battleford Lumber Co. of North Battleford, Sask., on behalf of the retail lumbermen of that place alleging discrimination in lumber rates between Warman and Lloydminster by the Canadian Northern Railway Company. (File 15207.)

Order made making Canadian Pacific Railway a party to the proceedings and postponing hearing until after the answer of the Company is filed. (See Order No. 11813.)

2379. Complaint of Donald MacKenzie, Kirk, Alta., against the G.T.P. Ry. Co. for not giving him a suitable crossing at his homestead in the S.E. Quarter of Sec. 36, Twp. 53, Range 10, West 5th M., Province of Alberta. (File 14954.)

Order made directing the Railway Company by the 19th of October, 1910, to construct highway crossing upon road allowance between Sections 25 and 30.

2380. Complaint of C. A. Johnston of Ranfurly, Alta., relative to cattle killed on the C.N.R., 2½ miles east of Ranfurly, Alta. (File 14911.)

No Order made, the Railway Company undertaking to have the right of way fenced and cattle guards put in by 15th November, 1910.

2381. Complaint of Thomas Usher of Big Valley south of Stettler, Alta., regarding engines of the C.N.R. (File 15249.)

No Order made. Board holding that it had no jurisdiction in the matter.

2382. Complaint of United Farmers of Alberta, East Clover Bar Local Union No. 3, *re* G.T.P. Crossing east of Ardrossan Station. (File 9437-100.)

Order made that the G.T.P. Railway Company do complete the construction of Bridge in accordance with plan filed before 15th of November, 1910.

2383. Application Town of Vegreville, Alta., for an Order to construct and maintain a suitable highway crossing over the railway lines of the C.N.R. at Main St. File 13952.

No Order issued. See judgment of Comm. Mills concurred in by the Chief Commissioner, dated 29th December, 1910, to the effect that the Town of Vegreville and the Railway Co. should agree where the western crossing is to be made and report to the Board, after which the Board will issue an Order providing for both crossings.

2384. Application of the Department of the Attorney General on behalf of the Province of Alberta for authority to cross the right of way of the Calgary and Edmonton Railway Company (C.P.R.) on the N.E. Quarter of Sec. 23, Twp. 46, R. 24, West 4th M. at Wetaskiwin, Alta. File 14799.

Order made granting applicant leave to cross the railway at the point in question and providing that if the old crossing was one that the railway company was bound to maintain, it should maintain the new crossing. In the event of any dispute as to maintenance, either party may submit evidence to Board as to liability to maintain it. See Order 11820.

2385. Application Alf. Denis Co., Ltd., Edmonton, Alta., for an Order that owing to the scarcity of hay in the Western Provinces, the C.P.R. be required to carry hay

from eastern Canada at the rate charged on grain from the West to the East. (File 15386.)

Order made dismissing the application.

2386. Complaint of Peter Reid, Blackfalds, Alta., relative to four horses killed on the railway at S.W. Sec. 14-39-27 W. 4th owing to the Railway's Engineers taking the fence down. File 15172.

No Order made.

2387. In the matter of the application of Wm. Humberstone of the City of Edmonton, Prov. of Alberta, under section 226 of the Railway Act, for an Order directing the Grand Trunk Pacific Ry. Co. to construct a branch line to the shaft of his mine situated on the north-west quarter of sec. 7, Twp. 53, range 23, West 4th Meridian, adjoining the Clover Bar Coal Co's. lands.

Order made directing the Railway Company to construct an extension of the Clover Bar Coal Co's. spur across its lands to the lands of the Humberstone Coal Co. The work to be completed by the 15th Feb., 1911; and that, in the event of the applicant and the Railway Company being unable to agree as to terms, leave reserved to apply to the Board to fix the same. See Order 12207.

2388. Application City of Edmonton, Alta., under Secs. 227 and 226 for authority to cross, at rail level, with the lines of its municipality owned Electric Street Railway, the line of the Edmonton, Yukon & Pacific Ry. Co. at the intersection of the said lines with Edward St., at the junction thereof with Stephen Avenue, said City and to erect, place and maintain wires to transmit power across tracks of said Railway Company at said crossing. File 15552.

Order made authorizing the applicant to cross with its electric railway the Railway Company's line at Edward St., subject to conditions set forth in Order. (See Order 12082.)

2389. Application of the Corporation of the City of Edmonton, Alta. under Secs. 227 and 246 to cross at level, with the lines of its municipality owned Electric Street Railway, and to erect wires to transmit power, over the line of the Edmonton, Yukon and Pacific Ry. Co. at the intersection of the said lines of the said Company with Edward Street, between Stony Plain Road and Mackenzie Avenue, within the limits of the said City. (File 15532.)

Order made authorizing the Applicant to cross with its electric Street railway the lines of the Railway Company at the intersection of Edward Street and Stony Plain Road and Mackenzie Avenue, subject to the conditions set forth in Order. (See Order No. 12081.)

2390. Application of the Town of Carlyle, Sask., for an Order directing the Canadian Pacific Ry. Co., and the Canadian Northern Ry. Co. to put in transfer tracks where the lines cross at Carlyle, Sask. (File 12562.)

Adjourned sine die, until road is inspected and opened for traffic, when, if he desires, the Applicant may renew the application.

2391. Application of the City of Regina, Sask. under Section 227, for leave to construct an electric street railway over and across the line of the Canadian Pacific Railway at a point between sections 22 and 23, in Township 17, Range 20, West of 2nd Meridian, and at thirteen other points on the C.P.R. also across the line of the Canadian Northern Railway between Townships 17 and 18, West of the 2nd Meridian, and at six other points. (Adjourned hearing). File 12124.

The City of Regina to file plans showing 66 foot subway at Broad Street, and to have leave to construct the same when plans are approved by the Board. Upon completion and opening for traffic of the said subway, Hamilton Street to be closed by consent of City. City to have leave to file plans for an overhead foot bridge at or near present Hamilton Street crossing. Judgment reserved as to the distribution of cost of the work, and abuttal damages if any.

2392. Consideration of the question of protection of the Canadian Pacific Railway Crossing at Eleventh Avenue, Moosejaw, Sask. (File 9437-470.)

Order made that crossing at 11th Ave. be protected by subway to be constructed by the City not later than the 1st Jan., 1912. Detail plans to be filed by the City for approval of the Board. 20 per cent of cost of work, not including land damages, if any, and not exceeding the sum of $5,000, to be paid out of the Railway Grade Crossing Fund; and the City to have leave to apply, if necessary, for extension of time for the construction of the proposed work. See Order No. 12044.

2393. Complaint of A. L. Brown, Coal Dealer, of Saskatoon, Sask., alleging unsatisfactory results obtained by having coal shipped in open cars, and applying for an Order directing that Railway Companies be compelled to ship domestic soft coal in closed box cars. (File 13980.)

The Board declined to make any general order of the character asked for. See judgment of the Chief Commissioner dated 9th November, 1910. Appendix "C."

2394. Application of Grand Trunk Pacific Branch Lines Co. under section 227 of the Railway Act for authority to connect the Yorkton Branch of the C.N.R. in the S.W. quarter, Section 36, Twp. 30, Range 4, West of the 2nd Meridian, and Canora, Sask. Order made that Order of the Board No. 11156, dated July 11, 1910, authorizing the said connection at Canora, between the lines of the Grand Trunk Pacific Branch Lines and the Canadian Northern Railway be rescinded. (File No. 10862.5.)

Order made that Order 11156, dated 11th July, 1910, authorizing a connection at Canora between the lines of the Grand Trunk Pacific Branch Lines Co. and the Canadian Northern Ry. Co. be rescinded.

2395. Complaint of the Board of Trade of the Town of Indian Head, Sask., alleging inadequate train service provided by the Canadian Pacific Ry. Co. at that point. Complaint withdrawn. (File 15201.)

2396. Complaint of the Prudential Exchange Co., of Lang, alleging discrimination by the Canadian Pacific Ry. Co. in rates on coal from Fort William and Port Arthur to Lang, as against Moosejaw and Regina. (File 15292.)

Order made refusing the application. See Order 12503.

2397. Petition of residents of Disley, Sask. requesting that the Canadian Northern Ry. Co. be ordered to provide suitable station facilities. (File 15363.)

No Order made, the Canadian Northern Ry. Co. undertaking to have a standard station and platform built by 1st July, 1911.

2398. Application of Canadian Pacific Ry. Co. under sec. 237 of the Railway Act, for authority to construct a siding across the highway between sections 13 and 14, Township 3, Range 4, West 2nd Meridian, Saskatchewan, at the Village of Frobicher. (File 15165.)

Application withdrawn.

2399. Application of the Grand Trunk Pacific Railway under section 227, for authority to cross at grade level the tracks of the Canadian Pacific Railway Company (Pembina Branch) Oak Point Junction near Winnipeg. Also to connect with tracks of the Main Line and those of the Oak Point Branch of the C. N. R.

NOTE: Board will take up apportionment of the cost between the C.N.R. and the G. T. R.

Stands by arrangement for completion of negotiations between the parties.

2400. Application of the Canadian Pacific Railway Company for an Order amending Order No. 9341, dated January 20th, 1910, in connection with the crossing of the Winnipeg Electric Railway and Canadian Pacific Railway over Logan Avenue, in the City of Winnipeg, Manitoba, so as to provide that the expense of flagmen be paid by the Winnipeg Electric Railway Company.

NOTE: The Board will also consider the question of protection at this crossing. (File 8922, Case 4716.)

No further order necessary. Order of August 15th, 1910 stands.

2401. Consideration of the question of protection at the crossing of the Canadian Pacific Railway Co. at Carter Ave. Winnipeg, Man. (Adjourned hearing.) (File 9437.278.)

No order made. Board to inspect the locality.

2402. In *re* the closing of the continuation of Main street in the village of Manitou by the Canadian Pacific Railway Company. File 15159.

No order made, Canadian Pacific Railway Company consenting to act on the report of the Board's Assistant Operating Officer.

2403. Application of Grain Growers Association of Kenville, Man., complaining that the rate charged by the Canadian Northern Railway Company, on shipments of grain on its Thunder Hill Branch are excessive and discriminatory. File 12039.

Order made dismissing the application. See Order 12039.

2404. Application of the Canadian Northern Railway Company, under Sections 222 and 226 for authority to extend an industrial spur across Mulvey Ave, and Fleet Ave., Fort Rouge, Winnipeg, Manitoba. File 15368.

Order made amending the plan filed by Applicant Company, by striking out the tangent shown upon said plan commencing at Mulvey ave., also granting leave to the applicant company to extend spur across the Blackwoods property and across Mulvey Ave., to Lot 1, Block 11, subject to certain conditions as set forth in the said order. See Order 12012.

NOTE.—From this Order, the Blackwoods, Limited, and the Manitoba Brewing and Malting Company, Limited, appealed to the Supreme Court of Canada; and upon the hearing of the said appeal the said Order of the Board was reversed and set aside.

2405. Application of Canadian Pacific Railway Company, under Section 227 of the Railway Act for authority to cross with the second track of its double track between Winnipeg and Brandon at Portage la Prairie, the tracks of the Canadian Northern and Grand Trunk Pacific Railway Companies. File 15403.

Order made granting the application; the Canadian Northern and the Grand Trunk Pacific to bear and pay in the proportions contributed by them towards the existing plant the cost of such changes in the present interlooking plant as may be directed by an Engineer of the Board. The work to be done by the Applicant Company. See Order 12047.

2406. Application of the Rat Portage Lumber Company, under Sections 314, 318, 321 and 323 of the Railway Act, for an Order directing the Canadian Northern Railway Company to reduce its tolls, charges or freight rates for carrying the saw-logs of the applicants from the Rainy River and points adjacent thereto to the mills of the applicants at the City of St. Boniface, in the Province of Manitoba. File 9797. Case 4782.

Order made deciding that it is the duty of the Canadian Northern Ry. Co., as successor of the Manitoba and South-eastern Ry. Co., to haul pine and spruce logs upon its lines for any distance up to 150 miles from Winnipeg, and from the point, if any, where the railway touches Rainy River, to Winnipeg, at rates not to exceed $2.50 per 1,000 feet board measure, in accordance with the provisions of 61 Victoria, Chap. 43, Manitoba. Also providing that the Canadian Northern Ry. Co. file with the Board joint tariffs with the Minnesota and Manitoba Railway Company, as therein set out. Also providing that if for any reason the Canadian Northern and Minnesota and Manitoba Railway Company are unable to agree upon such joint tariffs or the division thereof, the Canadian Northern Ry. Co. shall file with the Board tariffs showing the rates from the International boundary line between Minnesota and Winnipeg, which added to the local rate upon the Minnesota and Manitoba Railway from the point of origin to such international boundary line shall not exceed $2.50 per 1,000 feet board measure. Also disallowing the $2.00 switching toll charged by the Company for the switching services rendered.
See order 12107.

2407. Application of the Village of Winnipeg Beach under sections 30 and 258 for an order directing the Canadian Pacific Ry. Co. to provide and maintain station agent at that point for the whole year.

Stands until the 1st September, 1911, when the Railway Company is to file a statement of the earnings at the station in question, from the 11th July, 1910, to 31st August, 1911.

2408. Application of Grand Trunk Pacific Ry. Co. under sec. 237 of the Railway Act for approval of highway crossing and road diversion between sections 15 and 22, Twp. 33, Range 28, West 2nd Meridian, District of Saskatoon, Province of Saskatchewan, and an order of the Board No. 8914, dated 15th Dec., 1909, made on the application of Wm. Bailey of Zelma, Sask., for an order rescinding said Order. File 1787.17.

Order made rescinding said order No. 8914., See order 12048.

2409. Application of the Canadian Northern Ry. Co. for authority to construct a transfer track along First St. to a junction with the Canadian Pacific Ry. at a lane north of Rosser Ave., Brandon, Man. File 14820.

Application withdrawn.

2410. Application of C.P.R. Co. under sections 222 and 237 of the Railway Act, for authority to construct, maintain and operate an industrial spur and three subspurs in the City of Brandon, Man. File 15082.

Order made granting the application subject to the terms of agreement between the City of Brandon and the Railway Co. dated 17th May, 1910, except that the hours of switching between Fifth and Tenth Streets shall be between 11 p.m. and 5 a.m. and subject to further condition that compensation be made to any abutting land owner whose lands are injuriously affected by the construction of the spurs. Movement of trains over the spur to be strictly in compliance with the provisions of section 276 of the Railway Act. See Order 12431.

2411. Consideration of the question of protection of the Grand Trunk Railway crossing of John Street, Aylmer, Township of Malahide, County of Elgin, Ont. (File 9437.411.)

Order made for protection of crossing by gates and watchman. To be erected by Railroad Co., by the 12th December, 1910, and operated between 7 a.m. and 7 p.m. Cost to be borne:—10 per cent by the Town of Aylmer, 10 per cent by the Township of Malahide, 60 per cent by Railroad Co., and 20 per cent out of the Railway Grade-Crossing Fund. See Order 12013.

2412. Application of the Town of Wingham, Ontario, for an order directing the Grand Trunk Railway Company of Canada to construct a subway underneath their tracks at Josephine Street in the Town of Wingham, Ont. (File 9437.171.)

Order made that crossing be protected by a watchman at expense of Railroad Company, to be on duty daily from 6 a.m to 7 p.m. See Order No. 12018.

2413. Application of the Toronto, Niagara & Western Railway Company under Section 167, for approval of revised location of its line of railway from the Village of Burlington to the City of Hamilton in the Township of Nelson, County of Halton, Ont., and Twps. of East and West Flamboro, County Wentworth, Ont. Mile 0 to 7·1. (File 5588·5.)

No order made.

2414. Application of the Corporation of the County of Elgin, Ont., for an Order directing the Tilsonburg, Lake Erie and Pacific Railway Company, and the Canadian Pacific Railway Co., to remove the sidings and switch stands from Bridge St., Port Burwell. (File 15420.)

Order made that C.P.R. Co. forthwith remove switch off Bridge St., in the Village of Port Burwell. See Order 12277.

2415. Application of the Toronto, Hamilton & Buffalo Ry. Co., and the Grand Trunk Railway Co., under Section 227, for authority to construct a stub track or spur between Wentworth St. South and Victoria Ave., South Hamilton, Ont., forming a junction between the two lines. (File 15469.)

Order made granting the aplpication. See Order 12022.

2416. Application of the Toronto, Hamilton & Buffalo Railway Co., under Sections 221, 222, 223, 235 and 237 for authority to construct branch lines across Grant Ave., Westworth St., Canford Ave., and Sherman Ave., in the City of Hamilton, Ont. (File 14950.)

Order made authorizing construction of spur, subject to conditions set forth in Order. See Order No. 12249.

2417. Application of the City of Hamilton for an Order directing the Toronto, Hamilton & Buffalo Railway Co., to provide proper protection at the retaining walls constructed by them at the easterly end of their tunnel on Hunter St., in the City of Hamilton. (File 15367.)

Case struck off the list.

2418. Application of the Corporation of the City of Hamilton under Section 237, for authority to construct and grade Cannon Street, across the branch of the Toronto, Hamilton and Buffalo Railway Co., on Lot 6, Concession 2, Tp. of Barton, now in the City of Hamilton. (File 14696.)

Order made granting application; expense to be borne by Corporation of City of Hamilton. See Order No. 11984.

2419. Application of the City of Hamilton for an Order directing the Grand Trunk Railway Co., to establish and maintain gates with watchman, where the Main Line of the Company crosses Sherman Avenue and Lottridge Street, Hamilton, Ont. (File 4552. Case 1223.)

Order made that G.T.R. Co. instal gates at Sherman Avenue and Lottridge Street crossings and appoint watchman to operate same between 6.30 a.m. and 6.30 p.m. daily; gates to be installed by 12th Jan., 1911, G.T.R. also authorized to construct and operate northerly track; work to be completed by 12th October, 1912. Order 11985 rescinded. See Order 12061.

2420. Application of the Hamilton and Toronto Sewer Pipe Co. Ltd., under Section 226, for an Order directing the Grand Trunk Ry. Co., to provide and construct a suitable spur line from their main line between Hamilton and Dundas, into the premises of the Hamilton and Toronto Sewer Pipe Co., Ltd. (File 15776.)

Order made dismissing the application. See Order 12298.

2421. Application of the Saraguay Electric & Water Company under Section 246, for authority to cross with its wires, the tracks of the Montreal Terminal Railway Co., of Prefontaine Street, Montreal, Que. (File 15026.)

Order made granting the application. See Order No. 12240.

2422. Application of the Canadian Northern Quebec Railway Co., under Section 171, for an Order fixing the terms, conditions and method under which mining operation or quarrying may be carried on under the said Railway's lines and tracks crossings Lots 629, 630, 632, 647, 648 and 649 in the Parish of Beauport, County of Quebec. (File 15593.)

Order made dismissing the application.

2423. Application of the Grand Trunk Railway Company under Sections 222 and 237, for authority to construct siding from a point on its Chaudiere Branch east of Lloyd Street, Ottawa, thence westerly upon and across Lloyd Street, to and into the premises of the Continental Bag and Paper Co., Ltd., west of Lloyd St. (File 14768.)

Order made granting application, subject to the conditions set forth in Order. See Order No. 11979.

2424. Application of the Canadian Pacific Railway Co., under Section 29, for an Order amending Order No. 9129, by permitting it to put in switches and semaphores which can be operated by hand, and to that end to put a Day and Night watchman at the point of connection and flag its trains on and off the joint section for a period of three months from the date hereof. (File 10112.)

(NOTE).—The Grand Trunk and Canadian Pacific Railway Companies will speak to terms of Order No. 11736.

Order made rescinding Order No. 11736. See Order No. 11878.

2425. Application of the Township of Paipoonge, for an Order directing the C. N.R. Co., to provide a suitable highway crossing at side line between Lots Nos. 3 and 4, Concession B. (File 15697.)

Order made dismissing the Application. See Order 12883.

2426. Application of the Township of Paipoonge, for an Order directing the C.N.R., to provide a suitable highway crossing where the Company's Railway intersects the highway along the dividing line between Lots Nos. 5 and 6, Concession B. (File 15696).

Order made that the C.N.R. Co., construct suitable highway crossing at the point in question: work to be completed by the 15th May, 1911. See Order No. 12709.

2427. Application of the Township of Paipoonge, for an Order directing the C. N.R. Co., to provide highway crossing at or near the place where the easterly limit of Lot 8, Concession 1, said Township, intersects the line of Railway. (File 11669.)

Order made subject to the terms of agreement between the Applicant and the Railway Company, dated the 8th October, 1909, directing the Railway Company to provide suitable highway crossing at or near the place where the easterly limit of Lot 8, Concession 1, in the said township, intersects the line of the Railway Company. See Order No. 12078.

2428. Application of the City of Port Arthur, for a crossing at Nelson Street in that City, on the main line of the C.P.R. (File 14613.)

Order made authorizing the City of Port Arthur to construct a highway crossing over the traeks of the C. P. R. Company, on Nelson and Clavet streets. Cost of construction of crossing, grading the railway, planking and maintaining the crossing, &c., to be borne by the Applicant. See Order No. 12083.

2429. Application of the G. T. P. Ry. under Section 237, for authority to construct its railway along Empire avenue anl Hardisty street, in the City of Fort William, Ontario. Adjourned hearing. (File 1519-22.)

Order made permitting Applicant Company to construct its line of railway upon Hardisty street, subject to the conditions set forth in the Order. See Order No. 12433.

2430. Application of the G. T. P. Ry., under Section 221, for authority to construct branch lines or sidings leading from and adjacent to their main line, Fort William. (File 13405.)

Order made refusing the application. See Order 12124.

2431. Application of the City of Fort William, Ontario, under Section 227, for authority to cross the spur or branch line of the C.P.R., known as the "Copp Industrial Spur" with its street railway, on the level, at Syndicate avenue, Fort William. (File 15658.)

Order made dismissing the application. See Judgment of the Chief Commissioner dated the 9th November, 1910. Appendix "C."

2432. Application of the City of Fort William, under Section 227, for authority to cross on the level, with its street railway, the industrial spur of the Fort William Terminal Railway and Bridge Company, (C.P.R.) which leads from the main line into the industrial spur sites within May, Christina, Sprague, and Syndicate streets, on Syndicate avenue. (File 15657.)

Order made authorizing the Applicant to cross the said spur of the Fort William Terminal Railway and Bridge Company. The expense of the crossing to be borne and paid by the Fort William Terminal Railway and Bridge Company. Cars of the Applicant and trains of the Railway Company to be brought to a full stop before crossing. See Order No. 12075.

2433. Complaint of Kelly and Close against minimum rates charged by railways on carloads of logs and piling which are alleged to be excessive as compared with the minimum rates charged on carloads of lumber. (File 15355.)

Order made disimssing application. See Order 13216.

2434. Application of the Grand Trunk Railway Company, for an Order authorizing them to remove Sylvester's siding, on Victoria avenue, just south of Kent street, Lindsay, Ontario.

Order made authorizing Applicant Company to remove siding known as Sylvester siding on Victoria avenue, for a distance of 66 feet from Kent street. See Order No. 11989.

2435. Application of the Canadian Pacific Railway Company, under Sections 176, 222 and 237, for authority to operate its trains over the Grand Trunk Railwya Company's spur to the Horseshoe Quarry Company's premises, in lot 21, con. 17, Township of Blanchard, County of Oxford, (Town of St. Mary's); also for authority to construct a spur for the Horseshoe Quarry Company, Limited, from a point in Lot 21, Con. 7, Township of Blanchard, County of Oxford (Town of St. Mary's) connecting with the G. T. R. spur to the Horseshoe quarry. (File 14937.)

Order made authorizing Applicant Company to run its trains over and upon the Grand Trunk Railway Company's spur to Horseshoe Quarry Company's premises upon terms to be agreed upon between the two Railway Companies, and authorizing the construction of the spur. See Order No. 12391.

2436. Application of Henry Pratt for an Order directing the Grand Trunk Railway Company, to provide and construct a suitable farm crossing where their railway intersects his farm in the West half of Lot 6, Con. 7, Twp. of Vespra, County of Simcoe, Ontario. (File 10530.)

Order made that upon payment by the Applicant to the Grand Trunk Railway Company, of$ 30, the company provide a suitable farm crossing.
Order No. 11991.

2437. Application of the Town of St. Mary's, Ontario, for interswitching between the Grand Trunk Railway Company of Canada, and the Canadian Pacific Railway Company, at their crossing point at St. Mary's, Ontario. (File 6713.8).

Order made that the Grand Trunk Railway Company, at its own expense, construct a transfer track; and that the C. P. R. Company, at its own expense, only make the connection between its industrial spur and the interchange track. Work to be completed by the 15th May, 1911. See Order No. 12729.

2438. Consideration of the question of protection of the G. T. R. crossing in the village of Palgrave, Township of Albion, Ontario. (File 9437-501.)

Order made dismissing application. See Order No. 12309.

2439. Consideration of the question of protection at the crossing of the Grand Trunk Railway Company of Canada at the Base Line near Whitby Junction, Ontario. (Adjourned Hearing.)

No Order made.

2440. Application of the Consumers Gas Company of Toronto, under Section 250, for authority to lay a 16 inch gas main under the tracks of the Grand Trunk Railway Co., at Ellis Avenue, Toronto. (File 15174.)

Order made granting application. See Order No. 12611.

2441. Application of the Canadian Northern Ontario Railway Company for authority to construct proposed extensions of siding across the Muskoka Road in the Village of Washago, Township of North Orillia, County of Simcoe. (File 9188-33.)

Order made granting application. See Order No. 12036.

2442. Consideration of the question of protection at the level crossing of Elizabeth Street, Toronto Junction, by the Canadian Pacific Railway. (Adjourned hearing.) (File 9437-155.)

Order made directing that the crossing be protected by a subway to be constructed at the expense of the Railway Company by 13th October, 1911, subject to certain conditions set out in Order: 20 per cent of cost of constructing subway, not exceeding $5,000.00, to be paid out of the Railway Grade Crossing Fund. See Order No. 12050.

2443. Application of the Shields & Helmer Coal Dealers, Oakville, County of Halton, under Section 28, for an Order rescinding Order No. 10046, dated March 22nd, 1910, whereby the branch line of railway constructed under Order No. 7706 was ordered to be removed and the said Order No. 7706 rescinded. (File 11154.)

Judgment of the Chief Commissioner that the Order of the Board for removal of spur must be carried into effect without delay. Stay of proceedings granted on 29th June, 1910, removed, and Order of 22nd March, 1910, goes into effect.

2444. Re High Level Bridge in the City of Toronto across Don Improvement and tracks of the Canadian Pacific and Grand Trunk Railway Companies.

NOTE.—Board will reconsider the question of the distribution of costs. (File 1621.)

No Order made. Matter to be worked out as the Board originally distributed the cost. The Railway Cos. not to be called upon to contribute anything by reason of the subsequent discovery that the old bridge could not be used.

If in the end there is any misunderstanding or difficulty in settling the matter, any parties interested may apply to the Board.

2445. Application of the Canadian Pacific Railway Co., under Sections 222 and 237, for authority to construct branch lines from points on the Union Station tracks near Bathurst Street, in the City of Toronto, Ontario, to the property of the Corporation of the City of Toronto, leased to the Applicant Company for railway purposes, lying to the east of John Street produced, and to the south of Lake Street, and to cross with said branch lines the highway or prolongations thereof or allowance for highways known as Spadina Avenue, John Street, and Lake Street, Toronto. (File 13978.)

Stands for judgment, pending the decision of Privy Council in *re* Toronto Viaduct Appeal.

2446. Application of the Michigan Sugar Co., under Sections 315 and 317, etc., for an Order directing the Chatham, Wallaceburg and Lake Erie Railway Co., to charge freight rates on Sugar beets that are not excessive and that do not discriminate against the Michigan Sugar Co., or other persons or companies. (File 15182.)

Order made dismissing application, and ordering that any joint tariff covering this traffic to be moved during year 1911 from points on Chatham, Wallaceburg, and Lake Erie Co's line, Michigan to Crosswell, higher than joint tariff at present in force, be filed and published so as to be effective not later than 17th May, 1911.

2447. Complaint of Edward Bayly of Toronto, Ontario, on behalf of Miss Ethel A. Bayly, regarding the rate charged by the Bell Telephone Company for telephone in her house at 28 Rose Street, Toronto. (File 3574-20.)

Order made refusing application. (See Order No. 12037.)

2448. Complaint of R. F. Segworth, Toronto, relative to the Bell Telephone Co., discontinuing his service. (File 3574-16.)

Complaint withdrawn.

2449. Application of the Canadian Pacific Railway Co. under Section 237, for authority to construct a second line track to cross all the streets and road allowances between Concessions 4 and 5, Township of Etobicoke; and for authority to raise the grade of Dundas Street and of the tracks of the Toronto and Suburban Electric Railway, thereon, for a distance of about six hundred feet. (File 15775.)

Order made granting application. See Order No. 12031.

2450. (1) Application of the Montreal Park and Island Ry. Co. under the Railway Act, for approval of Standard Passenger Tariff for passenger traffic carried upon its Railway of three cents (3 cents) per mile, with a minimum fare of five cents subject to such special fares, if any, as may be in force in any district traversed by the Company under agreement made by the Company with the Municipal authorities of any such district. File 6136.

Order made refusing the application but directing the applicant company, not later than the 15th Feb., 1911, to file for the approval of the Board a standard

passenger tariff specifying a maximum toll of 2½ cents a mile to be charged on the company's existing line of railway.

2351. (2) Application of the Montreal Terminal Ry. Co. under the Railway Act, for approval of proposed Standard Passenger Tariff for passenger traffic carried upon its railway of three cents per mile with a minimum fare of five cents subject to such special fares, if any, as may be in force in any district traversed by the Company under any agreement made by the Company with the municipal authorities of any such district. File 6262.

Order made refusing the application but directing the applicant company, not later than the 15th Feb., 1911, to file for the approval of the Board a standard passenger tariff specifying a maximum toll of 2½ cents a mile to be charged on the Company's existing line of railway.

2452. Application Empire Refining Co., Wallaceburg, under sec. 284, for an order directing the P.M.R.R. Co., and C.W. & L.E. Ry. to provide adequate and suitable tank car equipment for transportation of their finished products. File 14025.

No Order made.

2453. Application of Thos. Brooks, Ottawa, against the rates of C.P.R. on bark from stations Lowe to Chelsea, inclusive, and intermediate to Kingston, Ont. File 15031.

Order made dismissing the application. Commissioner Mills dissenting.

2454. Application C.N.O. Ry. under 237, for authority to cross public road on Lot 410, East North River Range, St. Andrews Parish, Que. (File 2342-20.)

Order made granting application.

2455. Application C.N.O. Ry. for authority to connect its lines and tracks with the lines and tracks of the N.Y. & Ottawa Ry., near Ottawa, Tp. of Nepean, by means of a transfer track. (File 2342-19.)

Order made granting the application, but subject to terms of consent filed by City of Ottawa. See Order No. 12751.

2456. Application C.N.O. Ry. for authority to connect its lines and tracks north of Hurdman's Road with the tracks of the C.P.R. south from Hurdman's Road, near Ottawa, by means of a transfer track. (File 2342-21.)

Application withdrawn.

2457. Application C.N.O. Ry., under 237, for authority to cross with track at Hurdman's Road, Lot F., Con. D., Tp. Nepean, Mile 57.08, West from Hawkesbury. (File 10898.)

Order made authorizing the C.N.O. Ry. to cross Hurdman's Road for freight purposes only, subject to the conditions set forth in the Order. Order to limit operation to the 1st December, 1912, by which date the Applicant Company has to remove its track under a penalty of One hundred dollars a day for every day the Company is in default after that date. See Order No. 12723.

2458. Consideration of merits of the different signals for use at Railway Crossings. (File 15382.)

Order made approving the specifications for electric bell signals at highway crossings as therein set forth. See General Order No. 12915.

2459. Consideration of proposed draft Order relative to the placing of emergency tools in passenger, mail, baggage, and express cars. (File 7834.)

Order made that every Railway Company subject to Legislative authority of the Parliament of Canada, cause its sleeping, dining, baggage, mail, and express cars and coaches to be equipped with emergency tools, consisting of a sledge, axe, and saw. Cars to be so equipped on or before the 1st of April, 1911. Penalty of Twenty five dollars a day for failure to comply with the Board's Order. (See Order No. 12206.)

2460. Consideration of resolution of Dominion Legislative Board of International Brotherhood of Locomotive Engineers dated April 8th, 1910. (File 1750, Part III.)

Order made repealing Order No. 5888 and substituting therefor Order No. 12225.

2461. Application of W. H. Bolton, F. W. Wilson and others for an Order directing that Order, dated June 29th, 1910, respecting subway under C.P.R., across Cornelia St., Smith's Falls, and overhead Bridge at George Street, be amended altered, or rescinded. (File 9437-109.)

Order made dismissing the application. See Order No. 10351.

2462. Application Township of Sandwich East, under Sections 252 and 253, for an Order authorizing the G.T.R. Co., to allow the said Township to construct a drain on their right of way from the Parent Outlet between Lots 143 and 144, Con. 1, parallel to their railway westerly to the Little River. (File 15665).

Order made dismissing the application.

2463. Complaint of the residents of Kingsville, Cottam and Essex, Ontario, alleging discrimination in passenger fares on the W.E. & L.S.R.R. (File 14534).

Order made that the discrimination complained of as to the fares between Cottam and Essex, and Cottam and Kingsville, be removed by advancing the one way fare between Cottam and Essex from Ten cents to Fifteen cents, and reducing the one way fare between Cottam and Kingsville from Twenty cents to Fifteen cents. See Order of the Board No. 12308.

2464. Consideration of the matter of approval of Kaslo & Slocan Ry., Standard Freight Tariff G.N.C.R.C. No. 714.

(NOTE): The railway company will be required to show cause why this tariff should not be on the same basis as that of the C.P.R. from Arrow Lake to Sandon, known as the Nakusp and Slocan Ry. (File 1068-1.)

Order made that said standard freight tariffs of the Crows Nest Southern Ry. Co., the Manitoba Great Northern Ry. Co., and the Bedlington and Nelson Ry. Co. be approved. See Order 11170.

2465. Application Marconi Wireless Telegraph Co., for approval of its tariff of tolls. File 10041-13.

Order made that the said tariff of rates of the Applicant Company, C.R.C. No. 4 and C.R.C. No. 5, be approved. See Order No. 12955.

2466. Application C.P.R., G.N.W. C.N., North American, Western Union, and Anglo-American Telegraph Cos., the White Pass & Yukon Route, and the Marconi Wireless Telegraph Co., for approval of the forms used by them in transmitting and receiving messages, filed under Order of Board No. 9777, of March 31, 1910. (File 13622.)

Order made that the forms of contract used by Applicant Companies and other companies subject to the jurisdiction of the Board, in transmitting and receiving messages, filed for approval under Order No. 9777, dated 31st March, 1910, be approved up to the 9th day of May, 1911, or until further Order of the Board. See Order No. 12475.

2467. Complaint of the Blaugas Company of Canada, Limited, with regard to the freight classification of their gas. (File 15814.)

Order made dismissing the application. See Order No. 13289. See also judgment of Commissioner Mills under Appendix "C."

2468. Application G.T.R. under Sections 178, for authority to take a piece of land at Richmond, P.Q., required for the purpose of a new round house. (File 16022.)

Order made granting application.

2469. Application of the C.N.O.R. Co., under Section 233, for authority to construct a bridge over the Moira River, in the City of Belleville, Ont. (File 3878-310.)

Order made authorizing the C.N.O.R. to construct bridge over the Moira River,

Belleville, as shown on plan filed with the Board, except that the number of piers in the river is reduced from seven to five, and the number of spans reduced from eight to six. Each span having a length of 86 ft. 6 in. See Order of the Board No. 12222.

2470. Complaint of Alex. Paquette, of the Parish of St. Sauveur, alleging that the C.N.Q. Ry., only allowed him one farm crossing and asking for additional one opposite private road. (File 5814.)

Order made directing that a farm crossing be constructed by the Railway Company before the 15th May, 1911. See Order No. 12451.

2471. Application of Wm. Raymond of Ste. Agathe des Monts, for an Order directing the C.P.R. to construct a farm crossing on Lot 36, Range 10, Morin Canton, Co. of Terrebonne. (File 15728.)

Order made dismissing the application,—the parties having entered into an agreement for the purchase and sale of the land in question. See Order No. 12444.

2472. Application of Alphonse Herous for an Order directing the C.P.R. to construct another farm crossing on his farm, Lot 417, Parish of St. Maurice, Co. of Champlain. (File 15010).

Order made dismissing the application. See Order No. 12445.

2473. Application Hormisdas Leblanc, for an order directing C.P.R. to allow him use of farm crossing on Lot 323, Parish of St. Jerome, Que. (File 15266.)

Application withdrawn, parties having agreed on terms of settlement.

2474. Complaint of the Village of St. Pierre, Que., relative to proposed closing of Simplex Street by G.T.R. (File 14813.)

Order made directing that the Municipalities of the Town of Lachine, Parish of Lachine, and Montreal West be added as parties to the application and furnish the Board with plans showing the existing crossings, public and private, in their respective municipalities over the tracks of the Montreal Park and Island Ry. and G.T.R. by the 15th March, 1911. Order No. 12443 rescinded. See Order No. 12886.

2475. Complaint of the Municipality of County of Iberville respecting water course in Lot 120 of official cadastral of Parish of St. Alexandre, belonging to Prosper Marcoux, on the C.V. Ry. (File 13113.)

Order made extending the time for the completion of the work until 1st July, 1911. Railway Co. to file plans and specifications for the Bridge by the 1st February, 1911. After the approval of the plans by the Board, the Railway Co. to construct the drain by the 1st July, 1911. See Order No. 12446.

2476. Application on behalf of the Town of Farnham, Que., for approval of culvert under the tracks of the Stanstead, Shefford and Chambly Branch of the C.V. Ry., in the Town of Farnham, to be used in connection with the Town Hydro-Electric Power Plant. (File 15801).

Application withdrawn by consent.

2477. Consideration of the matter of protection of highway crossing the Eaton Corner, known as Main Road, Parish of Eaton, County of Compton, on Maine Central R.R. (File 9437-541.)

Order made directing Railway Co. to move the snow fence in question to such location as an Engineer of the Board directs, and to install and maintain an electric bell at the crossing. Work to be completed by the 1st July, 1911,-20 per cent of the cost to be paid out of the Railway Grade Crossing Fund. See Order No. 12448.

2478. Consideration of the question of protection at the level crossing of the G.T.R. at east end of Windsor Mills Station, County of Richmond, P.Q. (File 9437-361.)

Order made adding Canadian Paper Co. a party to the proceedings. Hearing deferred until the Company has had an opportunity to file an answer.

2479. Consideration of the matter of protection at Maple Avenue crossing in the Town of Megantic, Co. of Compton, Que., on the C.P.R. (File 9437-494.)

No Order made.

2480. Application of the Town of Notre Dame de Grace, District of Montreal, Que., under section 29, for an Order amending Order No. 8208, of Sept. 14th, 1909, authorizing the Montreal Park and Island Ry. to deviate its railway on Notre Dame St., in the Town of Notre Dame de Grace, and approving an agreement between the G.T.R., the Montreal Park & Island Ry., and the Montreal Street Ry. (Adjourned hearing.) (File 6023-3.)

Order made adding the City of Montreal a party to the application. Further hearing stands adjourned until the next sittings of the Board in Montreal.

2481. Consideration of the matter of protection of highway crossing on C.P.R. known as Pacific Ave., St. Louis du Mile End, Que. (File 9437-584.)

Order made making the City of Montreal a party to the proceedings and directing the C.P.R. Co., to place, at once, a day and a night watchman at the said crossing, and to file by the 1st February, 1911, plans showing the location of gates to be installed by the 1st June, 1911. After the erection of the gates, the cost of operation and maintenance to be borne in the first place by the C.P.R., which is to be reimbursed by the City of Montreal, in accordance with agreement between the City and the Railway Company, dated the 14th March, 1900. See Order No. 12434.

2482. Petition of the residents of Pointe aux Trembles, Que., respecting accommodation, service and fares of the C.N.Q. Ry. (File 12889.)

Order made that the Railway Company provide a platform 150 feet long and an enclosed shelter not later than the 15th February, 1911. Also making Pointe aux Trembles a regular stop for local trains. Order to go into effect not later than 15th February, 1911. See Order No. 12541.

2483. Complaint of the Municipality of the Parish of Ste. Martine, Que., alleging inadequate accommodation provided by the G.T.R., between Ste. Martine and Beauharnois, Que. (File 15306.)

Order made directing the Railway Company to establish a tri-weekly passenger train service between Ste. Martine and Beauharnois, and to construct a suitable station and maintain a station agent at Beauharnois. Station to be constructed and completed by the 1st March, 1911. See Order No. 12504.

2484. Application, Quebec Ry. Light, Heat & Power Co., for approval of lacation of proposed branch line, commencing at or near Beauport Station, and running in a north-easterly direction to the village of Montmorency. (File 15243.)

Counsel for applicant undertaking to provide convenient access from the Beauport Road to the line of Railway. Application granted as recommended by Board's Engineer, modified by line "E" on plan filed. Applicant Company to file with Board new plan for approval.

2485. Application C.N.O. Ry., under Section 227, for authority to cross the tracks of the Montreal Park & Island Ry., near Sault aux Recollets, Que. (Adjourned hearing.) (File 2342-4.)

Struck off the list.

2486. Application, C.N.O. Ry., under Section 227, for authority to cross the tracks of the Montreal Park and Island Ry, near Cartierville, Que. (File 2342-5.)

Struck off the list.

2487. Application Village of Montreal South, for an Order directing the Montreal & Southern Counties Ry., to restore the village highways to former condition and afford proper service with reasonable stoppages for passengers. (File 12072-2.)

Order made directing the Railway Company to make certain improvements and do certain things as therein set forth, by the 15th May, 1911. See Order No. 12689.

2488. Application Town of Montreal West, under Section 237, for an Order directing C.P.R. to erect and maintain, at its own expense, gates, with watchman, day and night, at Westminster Avenue, crossing.

(Note). Apportionment of cost to be dealt with. (File 9437-563.)

Order made directing the Railway Company to install gates by the 15th June, 1911. Cost to be paid:—20 per cent out of the Railway Grade Crossing Fund, and the remainder by the Railway Company. Applicant to pay 15 per cent of the cost of maintenance and operation. Pending the installation of the gates, the Railway Company to keep a day and a night watchman at the crossing. Order No. 11870 rescinded. See Order No. 12447.

2489. Appliction C.P.R. under Sections 222 and 227, for authority to construct a spur and siding thereto joining the tracks of the said Company with the tracks of the Montreal Terminal Railway at the junction of Forsythe and Moreau Streets in Montreal, at Hochelega Yard. (File 15822.)

Application withdrawn.

2490. Application James Robertson Co. Ltd., for authority to cross the lands and main line tracks of the G.T.R., and M.P. & I. Ry., a short distance west of Montreal West Station. (File 15470.)

No Order made. Parties will endeavour to make an agreement between themselves.

2491. Application Lachine, Jacques Cartier and Maisonneuve Railway, under Section 227, for authority to cross C.P.R. at Iberville Street, Montreal. (File 14329-2.)

Application withdrawn.

2492. Application City of Montreal, for an Order to rescind and annul an Order of the Board, dated Nov. 2nd, 1907. (Order No. 3860) to have the G.T.R. to construct branch lines on the north side of the viaduct of the Montreal Water Works. (File 5798, Case 2397.)

Stands with liberty to the City, if it deems it necessary, to apply to the Board to have the matter set down for hearing.

2493. Application City of Montreal, under Sections 59, 237, 238 and 254, for an Order enjoining the C.N.Q.R. to provide suitable gates and watchman on the north and south side of their right of way across Moreau St., and further that the part of said Moreau St., occupied by the tracks of the Company, be paved to the extent of 18 inches on the outside of the Co's. northern and southern tracks. (File 15836.)

2494. Application City of Montreal, under Sections 59, 237,238 and 254, for an Order enjoining the C.N.Q.R. to remove its gates on the north side of the right of way on Desiry St., to the north side of Duquette St., and further to pave and keep in good condition the part of said Desiry St. crossed by its tracks as well as 18 inches on each side of its right of way. (File 16157.)

Order made directing the Company to fence its property and tracks at Hochelaga Terminal, and install gates at Moreau and Prefontaine streets, and at St. Germain St., Company to file plans by the 15th Jan., 1911, and work to be completed by the 15th June, 1911. City of Montreal to pay 30 per cent of the cost of maintenance and operation. See Order No. 12456.

2495. Application City of Montreal, under Sections 59, 237, 238 and 254 for an Order enjoining the C.N.Q.R., to provide suitable gates and wachman on the north and south side of the Company's right of way across St. Germain St., and further that the part of said St. Germain Street, where crossed by the tracks of the Company, and 18 inches on each side of at most northern and southern tracks, be paved and kept in good condition. (File 16158.)

Order made directing the company to fence its property and tracks at Hochelaga Terminal, and install gates at Moreau and Prefontaine Streets and at St. Germain Street, Company to file plans by the 15th Jan. 1911, and work to be completed by the 15th June, 1911. City of Montreal to pay 30 per cent of the cost of maintenance and operation. See Order No. 12456.

2496. Application City of Montreal, under Sections 59, 237, 238 and 254, for an Order enjoining the C.N.Q.R., to provide at its own cost and expense, suitable fences, on both sides of its right of way through Hochelaga Yard, Montreal. (File 16159.)

Order made directing the company to fence its property and tracks at Hochelaga Terminal, and install gates at Moreau and Prefontaine Streets and at St. Germain Street, Company to file plans by the 15th Jan. 1911, and work to be completed by the 15th June, 1911. City of Montreal to pay 30 per cent of the cost of maintenance and operation. See Order No. 12456.

2497. Application C.N.Q. Ry., under Sections 178, 237 and 284 for authority to extend its yards at Hochelaga in Montreal, to cross Marlborough St., and to take extra lands, Lots 106 and 107 on Stadacona St., and Lot 105 on Marlborough St. (File 15558.)

Order made dismissing the application. See Order No. 12836.

2498. Application C.N.Q. Ry. under Section 317, for approval of proposed extension to its yards at Moreau Street, Montreal, and for a direction that the City of Montreal may close Robillard Street. (File 15001.)

Order made approving plan dated the 28th June, 1910, showing the proposed extension of Railway Company's yards. Application to close Robillard Street refused. See Order No. 12840.

2499. Application St. Maurice & Champlain Telephone Co., for an Order directing the Portneuf Telephone Co., to comply with agreement entered into between the two Companies. (File 5152.)

Order made dismissing application. See Order No. 12452.

2500--2501. Application Daniel McManamy, Sherbrooke, P.Q., for an Order directing G.T.R., to cease interfering with siding on their property adjoining his property on north side of King Street, Lot 245-1, and to restore same to condition in which it was prior to Oct. 28th last, and to afford suitable siding facilities for handling of freight in connection with the buildings erected upon his lot. (File 16112.)

Order made dissolving the injunction granted 10th Nov., 1910, upon the terms and conditions therein set forth. See Order No. 12455.

2502. Complaint Imperial Press Service, Montreal, Que., alleging that C.P.R. Telegraph is overcharging them on messages by charging the full day commercial rate in place of Press Rates. (File 10041-4.)

No Order made, parties agreeing to adjust matters in dispute.

2503. Application C.N.R., under Section 159, for approval of location from Stewartwyn westerly. (File 15321.)

Application withdrawn.

2504. Application of the Twp. of Nepean under Section 237, for authority to construct a crossing at Magee Avenue, Twp. of Nepean, across the Ottawa Electric Ry. (File 16110.)

Order made dismissing the application.

2505. Application of the Twp. of Nepean, under Section 237, for authority to construct a crossing at Stratheona Ave., Twp. of Nepean, across the Ottawa Electric Ry. (File 16109.)

Order made granting the application on condition that the Magee farm crossing is to be closed. See Order No. 12487.

2506. Application C.N.O. Ry., under Section 237 for authority to divert and construct its tracks across public road known as "Stanley Avenue" Junction Gore, Twp. of Gloucester, Carleton Co. (File 3778-311).

Order made granting the application. See Order No. 12721.

2507. Application, C.N.O. Ry., under Section 228, for authority to construct a a transfer track, connecting the C.N.O. Ry., north of Hurdman's Road with the O.N.Y. south of Hurdman's Road, Ottawa, at mile 57-17 west from Hawkesbury, Ont. (File 2342-19.)

Order made granting the application. See Order No. 12751.

2508. Application, C.N.O.R., under Section 237, for authority to cross Hurdman's Road, Ottawa, by a transfer track connecting the C.N.O.R. wtih the C.P.R., at mile 57·8 west from Hawkesbury, Ont. (File 10898.)

Order made granting the application, subject to conditions set forth in the Order. See Order No. 12723.

2509. Application of White Pass & Yukon Route for a re-hearing as to the Order made by the Board on Sept. 7th, 1910, in connection with the complaint of J. H. Conrad alleging excessive rates charged by the White Pass & Yukon Route from Carcross to Skagway, and on mining machinery from Skagway to Carcross. (File 10556).

Order made disallowing joint freight tariff C.R.C. No. 9, and also Respondent Company's joint Passenger Tariff C.R.C. No. 3. The Respondent Companies directed to substitute joint tariffs of freight and passenger tolls based on reduction of at least one-third in each case from the freight and passenger tolls shown in said tariffs disallowed, and to become effective not later than the 1st April, 1911. The said reduced freight and passenger tolls to be the maxima to be charged by the Respondent Companies between Skagway and said stations in British Columbia. It was also ordered that freight and passenger tolls (if any) now existing lower than the tolls ordered, be not increased by reason of this Order. See Order No. 12783.

2510. *Re* C.N.Q. Ry., crossing Montreal Street Ry. near the intersection of Valois Ave. and Ontario St., Montreal, P.Q.

(NOTE): C.N.Q. Ry. is required to show why it is in default of Order of Board 6127, dated Jan. 26th, 1909. (File 338.)

Order made that the Railway Company instal the interlocking plant in accordance with the requirements of Order No. 6127, dated January 26th, 1909, by the 16th December, 1910, and maintain in efficient condition and operate same. Penalty of $50.00 a day affixed for every day the company is in default under the Order. See Order No. 12488.

2511. Application, City of Montreal, for an Order directing the Montreal Terminal Ry. to cease laying its tracks on Forsythe St., Montreal. (File 15822.)

Application withdrawn.

2512. Application C.N.O.R., under Sections 252 and 253, for an Order directing the Company to make a convenient and proper crossing across the lands of the Railway to Lot 1, Con. 2, from Bay, Tp. of York, diverting the present farm road to give access to such crossing. (File 3878·182.)

Board directs that Order should go in accordance with the terms set out in oral Judgment of the Chief Commissioner, delivered at the hearing. Order to be drafted by Counsel of the Railway Company, initialed by Counsel for Mrs. Massey, and submitted to the Board.

2513. Application Grand Valley Railway Co. for approval of location of proposed extension in Brantford, Ont. (File 560·5.)

Order made permitting the extension of the Applicant Company's line of railway in the City of Brantford, in accordance with the terms of agreement between the Co. and the City of Brantford, dated the 31st Dec., 1908; also authorizing certain crossings as set out in said Order, subject to the conditions therein set forth. See Order 12632.

2514. Application Town of Tillsonburg, Ont., under Sections 59, 237 and 238, for an Order directing the M.C.R.R. to protect the crossing at Tillson Ave., Tillsonburg. (File 9437·143.)

Order made requiring Railway Co. to operate gates day and night, instead of from 7 A.M. to 7 P.M. as provided for in Order 10055, dated the 22nd March, 1910. Cost of operation to be borne: 10 per cent by the Town and 90 per cent by the Railway Co.—the 10 per cent to be paid by the Town to the Railway Co. upon accounts being rendered by the latter to the former, monthly, quarterly, or half yearly, as the parties may agree.

2515. Consideration of the matter of protection of Raike's Crossing and Woodland Crossings on the G.T.R., north of Barrie, Ont. File 9437-560.)

Order made approving of overhead bridge at Raike's Pit, and the diversion of the highway; work to be completed by the Railway Company by the 1st June, 1911; 20 per cent of the cost of the said work be paid out of The Railway Grade Crossings Fund, and the Township to pay the Railway Co., $500.00 on the completiono f the work. See Order 12714.

2516. Application C.N.O.R., under sections 222 and 228, for authority to construct branch line in the Town of Trenton, Ont. (File 15656.)

Order made authorizing the construction of branch line, which is to be completed by the 12th of May, 1911. Order of the Board 12534 rescinded. See Order No. 12651.

2517. Application Raleigh, Ont., under Section 251, for approval of the work in connection with the construction of the "Pike and Dauphin Drainage Schemes" across the G.T.R. (File 15731.)

Order made approving of the character of the drainage work to be constructed across the railway and lands of the Grand Trunk. Railway company to be at liberty to place and maintain a wooden structure for a period of one year from the 1st of May, 1911. Bridge to be replaced at the expiration of that time, if the water does not rise before it. See Order No. 13286.

2518. Application G.T.R., under Section 167, for approval of proposed deviation of portion of its railway as already constructed between a point on the N. E. ¼ Lot 21, 12th Con., Twp. Vespra, Ont., and a point on Lot 5, east of Bradford St., Barrie. (Adjourned Hearing.) (File 13861.)

Order made granting the application. See Order 12532.

2519. Application City of Hamilton, for an Order directing the G.T.R., to provide proper protection at the intersection of Main St., with the Port Dover Branch of the N. & N. W. Div. of the G.T.R. in Hamilton, Ont. (File 9437-608.)

Order made that application for protection at Main Street be refused. Judgment reserved as to King St. and Cannon St. protection.

2520. Application, City of Hamilton, for an Order directing the G.T.R. to provide proper protection at the intersection of King St. with the Port Dover branch of the N. & N. W. Div. of the G.T.R., Hamilton, Ont. (File 9437-609.)

Order made adding the Hamilton Street Ry. a party to proceedings and directing the filing by them by the 12th of Feb., 1911, of plan of half-interlocker plant to be provided at said crossing; and that within two months of the approval of the plans the Hamilton Street Ry. install the said half-interlocker. After installation of the half-interlocker plant, the same shall be operated by men appointed by the G. T. Ry. Co.; expense of installing and maintaining to be paid by the Hamilton Street Railway Co. See Order No. 12747.

2521. Application, City of Hamilton, for an Order directing G.T.R. to provide proper protection at the intersection of Cannon St., with the Port Dover Branch of the N. & N. W. Div. of the G.T.R. in Hamilton, Ont. (File 9437-610.)

Order made that the Grand Trunk Railway Co. protect the crossing in question by two watchmen, who shall be on duty from 6.30 A.M. to 12 midnight; and their wages, until further orders, shall be paid by the Grand Trunk Railway Co. See Order 12746.

2522. Application, City of Hamilton, for an Order directing that no train, engine or car be allowed to stand on or across King St., whrer it intersects the Port Dover Branch of the G.T.R. at Hamilton, Ont. (File 16200.)

Order made that the complaint stand for further consideration, in the event of the existing arrangement made by the Grand Trunk Ry. Co. turning out unsatisfactory to the Applicants, in which event the city may renew the application on notice to all parties. See Order 12748.

2523. Application, City of Hamilton, for an Order directing the T. H. & B. Ry. to provide proper protection at the retaining walls constructed by them at the easterly end of their tunnel on Hunter St., Hamilton, Ont. (File 15367.)

Order made dismissing the application.

2524. Application, City of Guelph, under Section 227, for an Order ratifying and confirming an agreement between the City and the C.P.R. in regard to protection at Allan's Bridge, and Heffernan St. (File 9437-186.)

Order made that the Grand Trunk Ry. Co. keep the view at the said crossing free from obstruction by growth of trees or otherwise; and that subject to this condition, the company is authorized to run its trains over the said crossing without limitation as to speed. See Order 9719.

2525. Application, G.T.R., under Section 258, an Order No. 8627 approving of plan in duplicate of proposed new passenger station to be erected at Guelph, Ont., also plan showing re-arrangement of tracks and location of the new station. (File 9248. Case 4433.)

Order made approving of the plans. The agreement between the City and the Railway Company as to the re-arrangement of the tracks to be filed with the Board. See Order 13171.

2526. Application, C.P.R., under Sections 167, 237, 176 and 258, for authority to alter the location of its lines of railway crossing the Eramosa Road, Norwich St., and the City land in Guelph, Ont., also for authority to take possession of, use and occupy the lands of G.T.R., as shown on plan, and for approval of the location of its proposed new station. (File 15984.)

Order made approving the location of proposed new station and rescinding Order 12675, dated 12th Dec., 1910. See Order No. 12715.

2527. Application, City of Guelph, under Section 237, for an Order ratifying and confirming a certain agreement made between the City and the C.P.R. in regard to protection of Eramosa Road Crossing. (File 9437-185.)

Order made confirming agreement of the 3rd Oct., 1910, subject to certain conditions set forth in the order providing for a bell at Allen's bridge and directing that the plan of the gates to be installed at Eramosa Road be filed and the gates completed by the 1st July, 1911. Said gates to be operated day and night and to be maintained at the expense of the Railway Co., 20 per cent of the cost of construction to be paid to the Company out of The Railway Grade Crossing Fund. Plan of bridge to be constructed at Heffernan St. to be filed by the City by the 24th March, 1911: 20 per cent of the cost of bridge to be paid out of The Railway Grade Crossing Fund. See Order 13168.

2528. Application, C.P.R., under Section 238, to construct a subway across Jane St., Tp. of York, Ont., including that portion of the street to be crossed by its proposed yard tracks. (File 16288.)

Order made authorizing Applicant Company, at its own expense, to construct a subway across Jane Street, subject to the terms and conditions set out in the Order. Work to be completed on, or before the 1st of July, 1911, and thereafter maintained by the Applicant Company, including the proper lighting thereof. The sum of Five thousand dollars to be paid out of The Railway Grade Crossing Fund, towards the construction work. See Order 12622.

2529. Application, C.P.R., under Section 238, for authority to construct a subway across Scarlett Road, Tp. of York, Ont. (File 16289.)

Judgment reserved.

2530. Application, Wm. Davies Co., Ltd., Toronto, for an Order directing Railway Companies to require their freight conductors to check the number of live hogs loaded into cars, particularly those loaded into cars at points where required to stop off for completion. (File 16145.)

Application withdrawn.

2531. Application, James Davy, Thorold, Ont., under Sections 334, 335 and 338, for an Order directing the N. St. C. & T. Ry., and the N.O.Ry., to agree upon and file with the Board a joint tariff for a continuous route from Thorold to Suspension Bridge, N.Y. via the N. St. C. & T. Ry., and the M.C.R.Ry., at the rate of two cents per 100 pounds. (File 11965.)

No Order issued. See memorandum of the Chief Commissioner dated the 3rd of April, 1911, concurred in by the Assistant Chief Commissioner and Commissioner McLean.

2532. Application, Gundy-Clapperton Co., the Goldsmith's Stock Co., and Gowans Kent & Co., Toronto, under Section 321 for a reduction in the rating in the Canadian Classification on cut glassware from double first class to first class. (File 15628.)

Order made dismissing the application.

2533. Application, Canadian Piano & Organ Manufacturers Assn., Toronto, under Section 321, respecting classification of musical instruments. (File 16317.)

Order made dismissing the application. See Order No. 13225. Also judgment of the Assistant Chief Commissioner concurred in by the Chief Commissioner and Commissioner McLean.

2534. Complaint, Connecticut Oyster Co., alleging discrimination by express companies in the rates on oysters from Buffalo to Toronto, when originating at certain Adams' Express Co.'s points, also on shipments to points in the N. W. Provinces as between routing via St. Paul or via Toronto. (File 4214-9.)

Complaint withdrawn.

2535. *Re* Ontario Hydro-Electric Power Commission's Protective Relay System, Commission cited to show cause why the Protective Relay System required by Board's Orders, issued in connection with applications to erect and maintain lines across points under Board's jurisdiction, has not been installed. (File 13622.)

No Order issued. Hydro-Electric Power Commission undertaking to have the protective relay system installed by the 1st of January, 1911.

2536. Complaint, Campbell Milling Co., alleging excessive rates charged by Bell Telephone Co., for telephone service just outside City of Toronto. (File 3574-21.)

Order made directing that the discrimination complained of be removed by publication and filing by the Telephone Co.'s tariffs applying the same tolls within the present corporate limits of the City of Toronto as are now charged within the limits of the Company's Toronto exchanges for Toronto; exchange services to become effective not later than 1st Jan., 1911. See Order 12625.

2537. Complaint, Samuel King, Toronto, alleging exorbitant charges exacted by Bell Telephone Co., in connection with extension telephones and attachments. (File 2574-23.)

Application stands to be taken up in connection with the general complaints as to Toronto Telephone rates which is pending.

2538. Complaint, I. W. Smith, Toronto, relaitve to the rate charged him by the Bell Telephone Co., for residentail phone at 26 Glen Avenue, Toronto. (File 3574-13.)

Order made that the discriminations complained of be removed by publication and filing by the Telephone Co. of tariffs applying the same tolls within the present corporate limits of the City of Toronto as are now charged within the limits of the Company's Toronto Exchanges for Toronto Exchange services; such tariffs to become effective not later than the 1st of January, 1911. This direction to be without prejudice to the Company filing tariffs covering that section of the City of Toronto which was formerly West Toronto, continuing in effect the tolls for the local or limited service to such subscribers as may not desire the whole of the Toronto Exchange. See Order 12625.

2539. Complaint of E. E. Palmer, Toronto, relative to the rate charged him by the Bell Telephone Co., for residential phone on De Lisle St., Toronto. (File 3574-15.)

Order same as in No. 2538. See Order 12625.

2540. Complaint of H. W. Baird, Toronto, relative to rate charged him by the Bell Telephone Co., for residential phone at 32 Heath St., Toronto. (File 3574-14.)

Order same as in No. 2538. See Order 12625.

2541. Complaint, M. Palmer, Toronto, relative to rate charged him by the Bell Telephone Co., for residential phone at Huntley Lodge, Deer Park, Toronto. (File 3564-18.)

Order same as in No. 2538. See Order 12625.

2542. Application, Bell Telephone Co., for approval of Supplements 2 and 3 to the Company's Local Toronto Exchange Schedule C.R.C. No. 1431, dated July 27, 1905.

NOTE: The Co. also to speak to question of reasonableness of the limits proposed in the supplements. (File 3574-17.)

Order same as in No. 2538. See Order 12625.

2543. Complaint of the Maritime Fish Coropration of Digby, N.S., relative to increased rate charged by Dominion Atlantic Ry. of fish shipments between Digby, N.S., and St. John, N.B. (File 15699.)

Order made that in the present Canadian Classification No. 15, Finnan Haddies are included in the description "Salted, dried, or smoked fish," which, when shipped in bundles or boxes, is rated 3rd class in less than carloads and 5th class in carloads; and that any rates charged for the carriage of Finnan Haddies, in bundles or boxes, higher than 3rd Class in less than carloads and 5th Class in carloads, as shown in the tariffs published and filed, are unlawful. See Order No. 12674.

2544. Complaint of D. Crozier, Merrickville, Ont., against the Bell Telephone Co., respecting connection with Burritt's Rapids and Kilmarnock, Ont. (File 3574-24.)

Order made that the Telephone Company maintain telephone connection of the Applicant with Albert Newsome at Kilmarnock, Ontario, up to the 26th day of April, 1911, to the same extent and in the same manner as such connection was maintained from the 26th April, 1907, to the 8th day of August, 1910.

2545. Application, C.N.O. Ry., for approval of proposed signal layout at crossing of Harwood Branch of G.T.R. in Cobourg, Ont. (Adjourned hearing.) File 3878-314.

Order made granting application and providing for a complete interlocker at expense of Applicant Company.

2546. Application, C.N.R., under Sec. 227, for authority to construct its tracks across the C.P.R. near Jacques Cartier Jct., Mile 49-3 south from Hawkesbury. (Adjourned hearing.) (File 2342-8.)

Order made granting application on condition that spur and main line tracks C.P.R. be crossed overhead; all expense in connection with said work to be borne by C.N.O.R. See Order No. 12900.

2547. Application, C.N.O.R., under Sec. 178, for authority to take a portion of Lot 5, Con. 4, Tp. of Darlington, Ont., for the purpose of diverting a highway. File 3878-334.

Order made granting the application.

2548. Application, Lachine, Jacques Cartier and Maisonneuve Ry., under Sec. 227, for leave to cross the tracks of C.P.R., at Jacques Cartier Jct., P.Q. (Adjourned hearing.) File 14329.

Order made dismissing the application. See Order No. 12893.

2549. Application, J. I. Case Threshing Machine Co. of Calgary, under Sec. 45, for Order to vary Order No. 11246, July 14th, 1910, covering spur at western boundary, Lot 3, Block 67, Sub-div. of part of Sec. 15-24-1 west 5th Mer. File 14962.

Order made rescinding Order 11246. In case of a new application, one week's advertisement will be sufficient.

2550. Application, City of Ottawa, under Secs. 237 and 238, for an Order directing the G.T.R. to remove its tracks at the east end of the viaduct on the Richmond Road, Ottawa, and to carry the same under the viaduct. File 5999. Case 2545.

Order made for removal of track from Richmond St. by the G.T.R. by 5th Jan., 1911. A penalty affixed of $100.00 a day for every day the Company is in default. See Order No. 12678.

2551. *Re* establishment and maintenance of fire-guards by Railway Companies.

NOTE: The Board will hear any representations the Railway Companies have to make on the advisability of amending the fire-guard Order No. 3245, dated July 4th, 1907, in view of the provisions of 8-9 Edward VII., Chap. 32, Sec. 10. File 4741-12.

Draft Order submitted for consideration. Matter set down for discussion at the next sittings of the Board to be held in Winnipeg, Calgary, and Vancouver.

2552. Complaint of J. F. Bowden, Toronto, Ont., relative to connection between C.P. and K. & P. Ry. Cos., at Sharbot Lake.

The C.P.R. to show cause why better connections should not be established at Sharbot Lake Jct. File 15598.

No Order made, C.P.R. undertakes to have conductors on train notify passengers before reaching Sharbot Lake when train is late, so that they may not have to get off the train and get on again.

2553. Application of the Prudential Builders Limited, of Vancouver, B.C., for an Order, under Section 226, directing the Great Northern Railway Company to construct a siding about eight miles east of Vancouver, B.C. (File 15299.)

Order made that Railway Co. extend siding shown in red on plan filed for distance of 300 feet, upon Applicant entering into Siding Agreement for construction of spur: Work to be finished within 30 days after execution of Siding Agreement See Order No. 11814.

2554. Complaint of C. W. T. Piper of Vancouver, the New Westminster Board of Trade, and the Surrey Board of Trade, B.C., regarding alleged inadequate service by the Great Northern Ry., south of the Fraser River. File 12020.

Order made that the G.N.R. Co. within 30 days from the 25th Nov., 1910, start its morning train from Guichon at 7 a.m.; stop its train as it did prior to the 2nd July, 1910, at all regular stations, flag stations, and stopping places between Pt. Guichon and Cloverdale, including Embrey Road, Oliver Road, Alluvia, and Surrey; and use its yard engine in New Westminster to transfer all cars containing milk and other farm produce for the New Westminster market immediately on arrival of morning passenger train. Also directing that the Ry. construct and complete not later than 15th Dec., 1910, a good road across its right of way to its Hazelmere Stn. See Order No. 12312.

2555. Complaint of the Fullerton Lumber & Shingle Co. of Vancouver, B.C., relative to rates on lumber charged by the Great Northern Ry. Co.(from Tynehead to Cloverdale, B.C. File 15342.

Order made directing the G.N.R. Co., not later than the 1st Jan., 1911, to adopt the rates and minimum weights of the C.P.R. Co.'s special mileage tariff C.R.C.W. 1112, effective 20th Feb. 1909, to apply on lumber on the New Westminster Southern Ry. and also on its other lines in British Columbia to the extent required by mileages of said railways. Application to vary Order 6612 refused. Leave granted to the complainant to file further application. See Order No. 12290.

2556. Application of the Department of Public Works of the Province of British Columbia under Section 237 for an order directing the C.P.R. and the V.V. & E. Ry. & Nav. Co., to provide and construct railway crossings and roads through the townsite of Huntingdon, B.C. File 15755.

Order made granting leave to the B.C. Government to open certain streets across the right of way of the C.P.R. as therein set forth. Work to be done at the

expense of the Government, except where C.P.R. has consented to any work, in which case it is to be done at the expense of the Company, with the exception of the opening of International Ave. See Order No. 11762.

2557. Application of M. M. Boyd and R. S. Kaulbach for an Order directing the C.P.R. Co. to amend the location of their proposed branch line from Port Moody 3½ miles around the head of Burrard Inlet. File 13477.

No Order made. See judgment of the Chief Commissioner dated 22nd October, 1910. Appendix "C."

2558. Application of the St. Mungo Cannery Co., Ltd., for an order directing the V.V. & E. Ry. and Nav. Co. to provide shipping facilities by railroad from the St. Mungo Cannery, situate on subdivision 3, Lot 18, Group 2, New Westminster District, B.C. File 15513.

Order made refusing the application, but reserving leave to applicant to renew application, if it appears that applicant and railway are unable to gree upon the shipping facilities to be furnished. See Order No. 11727.

2559. Application of the City of Vancouver, B.C., under sections 237 and 238, for approval of plans and mode of crossing the track of the C.P.R., at Clark Drive, Vancouver, B.C. File 15507.

Order made refusing application, Commissioner Mills dissenting.

2560. Application of the City of Vancouver, B.C., for an Order to compel the V. V. & E. Ry. and Nav. Co., to construct a wooden bridge over its cutting where the same intersects Lakewood Drive, Vancouver, B.C. File 15508.

Order made that Railway Company construct, by the 6th March, 1911, a wooden bridge over its cutting where the same intersects Lakewood Drive in the City of Vancouver; plans of bridge to be filed with the Board for approval of its Engineer by the 6th October, 1910. See Order 12043.

2561. Application of the City of Vancouver, B.C., for an Order to compel the V. V. & E. Ry. and Nav. Co. to construct a woden bridge over its cutting where the same intersects Woodland Drive, B.C. (File 15509).

Order made directing the Railway Co. to construct bridge over its cutting where the same intersects Woodland Drive, Vancouver. Bridge to be constructed. by the 6th March, 1911.
See Order No. 12042.

2562. Application of the City of Vancouver, B.C., for an Order to compel the V. V. & E. Ry. and Nav. Co. to construct a wooden bridge over its cutting where the same intersects Broadway, Vancouver, B.C. (File 15510.)

Order made that the Railway Co. file the Board for approval, by the 9th Oct. 1910, plans of the bridges to be constructed over their right of way upon Lakewood Drive, Woodland Drive, and Broadway, in the City of Vancouver; and that the Ry. Co. construct the said bridge by 9th March, 1911. See Order No. 11728.

2563. Applications of the Vancouver, Fraser Valley and Southern Ry. Co., for crossings over Cariboo Road and other roads in the Municipality of Burnaby, in the Province of British Columbia. (File 14537.7).

Order made authorizing the applicant company to carry its railway across the following highways, namely, Cariboo Road, Stormont Road, Cumberland Road, Hazard Road, Polo Line Road, Hastings Road, and Boundary Road, or so much thereof as may lie within the said Municipality. See Order 11753.

2564. Application of the Vancouver, Fraser Valley and Southern Ry. Co., for an Order permitting the crossing with its tracks of Boundary Road and other Streets in the Townsite of Hastings, B.C.

Order made granting the application.

2565. Application of the Vancouver, Fraser Valley & Southern Ry. Co., for an Order permitting the crossing with its tracks, of Garden Drive and other Streets and Avenues in the City of Vancouver, B.C.

Order made granting the application upon consent of the City of Vancouver.

2566. Application of the Corporation of New Westminister, B.C. under Sec. 230, for direction that the Vancouver Power Co. raise the wires to at least 190 feet above the Fraser Co. that have been erected by the Company on the bridge over the Fraser River at New Westminster, B.C.

Order made dismissing the application.

2567. Application of the Western Canada Power Company, under Sections 227 and 228, for an Order permitting the tracks of the Western Canada Power Company to join the tracks of the C. P. R. Co. at or near Ruskin, B.C.

Order made granting the application upon consent of all parties interested.

2568. Application of the Minister of Public Works of the Province of British Columbia, under Section 237, for an Order directing, for the safety and convenience of the public, that the present level crossing at the intersection of Powell Street on the Townsite of Hastings, 3 miles east of Vancouver, with the line of the C.P.R. Co. shall be closed as a highway crossing and a farm crossing substituted therefor, and that a level highway crossing at the intersection of McGill Street with the C.P.R. about 700 feet east of Powell Street be constructed.

Application withdrawn.

2569. Application of the Board of Trade for the District of Burnaby, B.C., for relief in the matter of freight rates charged by the C.N.R. Co., from Vancouver to points between that City and New Westminster, B.C.. (File 15707.)

Order made dismissing the application. See Order No. 11763.

2570. Application of the Government of British Columbia for leave to carry highway across the tracks of the C.P.R. east of Kanet Station. (File 15356.)

Order made granting leave to the Department of Public Works, Province of British Columbia, to construct a highway crossing over the right of way of the Railway Company, east of Kanet Station. See Order 11739.

2571. Application of C.P.R., and other Railway Companies for approval of their tariffs of sleeping and parlour car tolls. (File 1178. Case 4569.)

Order made that the Applicant Companies' Standard Tariff of Maximum Parlour Car Tolls, C.R.C. No. S-4, to apply on line or lines of railway on and after the 15th Feb., 1911, be approved, subject to conditions that such approval shall not in any way prejudice the rights of those interested in the Vancouver Board of Trade charging that railway rates generally in the West are discriminatory against Vancouver. See Order 13010.

2572. Application of G. T. R., under Section 178, for authority to expropriate certain land in St. Ann's Ward, Montreal, P.Q., described as subdivision 69, Lot 507, bounded on the front by St. Etienne St., containing an area of about 36,900 sq. feet. (Adjd. hearing) (File 13761).

Order made granting the application, subject to the terms and conditions therein set forth.

2573. Consideration of question of protection at the level crossing of the G.T.R. at first crossing west of Bramptonville Station, Co. of Richmond, P.Q. (Adjd. hearing.) (File 9437-360.)

No Order made. Application dismissed.

2574. Complaint of the residents of Newaygo and Montfort, P. Q., respecting elevation of culvert where C. N. Q. R., crosses Lake St. Francois near Newaygo Station. (File 2342-32.)

Referred back to the Board's Engineer to ascertain if the Company in constructing its road and bridge fill up any deeper part of the Lake or waterway than that now occupied by the Bridge. Senconly, the extent to which the dam controls the water at the bridge, and any other facts he may regard as material.

2575. Complaint of Jos. Begnoche and others of the Parish of St. Blaise, P. Q., that the G. T. R. has neglected to maintain the ditches along its right of way on Lot 215 of said Parish, resulting in serious damages. (File 16104.)

Referred to the Board's Engineer to make a plan showing where, how, by whom, and when the work is to be done, necessary to drain properly the land in question. Order to go in accordance with his plan and report.

2576. Application of the C. N. Q. R., under Section 249, for an Order fixing the terms, conditions and method in which the dam and headrace or other portions of water-power of Alex. Naud, as constructed on Lot 103, in the sand parish of Deschambault, so far as it is affected by the Railway Company, may be from time to time maintained, repaired and re-constructed.
(File 668-36.)

Order made dismissing the application. See Order No. 12842.

2577. Consideration of the question of protection at the level crossing of the G. T. R. at east end of Windsor Mills Station, Richmond Co., P.Q. (File 9437-361.)

Order made directing the Grand Trunk Ry. Co. to appoint forthwith a watchman to protect the crossing from 7 a.m. to 7 p.m. daily, Wages of watchmen to be paid by the Company and borne as follows:

$\frac{1}{2}$ by the Company, $\frac{1}{6}$ by the Town of Windsor Mills, $\frac{1}{6}$ by the Brompton Bridge Co., and $\frac{1}{6}$ by the Canada Paper Co. See Order No. 12917.

2578. Application of Town of Notre Dame de Grace, in the District of Montreal, P. Q., under Section 29, for an Order amending Order No. 8208, of Sept. 14th, 1909, authorizing the M. P. & I. Ry. to deviate its railway on Notre Dame St. in the Town of Notre Dame de Grace, and approving an agreement between the G. T. R. the M. P. and I. Ry. and the M. S. R.
(Adjd. hearing) (File 6023;3)

Order made dismissing the application. See Order No. 12845.

2579. Application of the C. N. Q. Ry. under Sections 178, 237 and 284, for authority to extend its yards at Hochelaga in Montreal, to cross Marlborough St., and to take extra lands, Lots 106 and 107 on Stadacona St., and Lot 105 on Marlborough St. (Adjd. hearing) (File 15558)

Order made dismissing the application. See order No. 12836.

2580. Application of C. N. Q. R., under Section 317, for approval of proposed extension to its yards at Moreau St., Montreal, and for a direction that the City of Montreal may close Robillard St. (Adjd. hearing) (File 15001).

Order made that plan dated the 28th June, 1910, showing proposed extension of the Applicant Company's yards between Moreau and Marlborough Sts., Montreal, on file with the Board, be approved and the application *in re* Robillard St., be dismissed.

2581. Application of Mousseau & Gagné, of Montreal, P.Q., for an Order compelling G. T. R., to construct a highway crossing on a proposed road between St. Polycarpe and St. Clet, P. Q. (File 13485)

Order made refusing the application without prejudice to the Applicants or others to apply for the establishment of a public highway crossing at or near the point in question, but outside the yards of the Railway Company. See Order No. 12844.

2582. Application of the C. N. Q. Ry., under Section 176, for authority to use the tracks on the bridge over the St. Charles River near Quebec, and approaches thereto, including the property owned in common by the Q. R. L. & P. Co., and the Q. & L. St. J. Ry., for the purpose of etnering the City of Quebec.
(Adjd. hearing) (File 14315).

Order made granting leave to the Applicant Company to use the tracks on the Bridge over the St. Charles River near Quebec and the approaches thereto, including the property owned in common by the Quebec Ry. Light & Power Co. and the Quebec and Lake St. John Ry. Co., for the purpose of entering the City of Quebec, subject to certain terms and conditions set forth in the Order. See Order No. 12842.

2583. Application of the City of Montreal, P.Q., under Section 238, for an Order enjoining the C.N.Q. Ry. to remove a shanty at intersection of Valois Ave., with

Ontario St., and to remove the fence stretching across Valois Ave., on the south side of Ontario St. Montreal. (File 16512).

Order made dismissing the application.

2584. Application of Municipality of Lac aux Sables for an Order directing C. N.Q. Ry. to open and maintain a watercourse across the right of way in accordance with a process verbal (homologated by the Council of "St. Remi de Lac aux Sables" on Aug. 17, 1909) of a drainage scheme to drain "Lac a L'Ours" in the discharge of "Lac aux Sables" and use the land of the drained Lake for cultivation purposes in addition to the other farm lands. (File 16162.)

Order made directing the C.N.Q. Ry. to open and maintain a watercourse across its right of way in accordance with the process verbal (homologated by the Council of St. Remi de Lac aux Sables on Aug. 17th, 1909) of a drainage scheme to drain Lac a L'Ours in the discharge of the Lac aux Sables and to use the land of the drained lake for cultivation purposes in addition to the other farm lands; the work under the Railway's right of way to be built by the Railway Co., at its own expense, and to be completed by the 1st of June, 1911. See Order 12918.

2585. Application of C. H. Lovell for an Order directing G.T. Ry. and B. & M. Ry. to provide connection between G.T.R. No. 2 train, due to leave Sherbrooke at 11.32 a.m., and B. & M. train No. 70, due at Sherbrooke at 11.00 a.m. (File 16230.)

Order made that G.T. Ry. and B. & M.R.R. Co. provide a connection between the Grand Trunk Railway Co's train No. 2, due to leave Sherbrooke at 11.32 a.m. and the Boston & Maine Railroad Co's train No. 70, due at Sherbrooke at 11 a.m. The next change of time-table to be not later than the 15th May, 1911. See Order No. 12916.

2586. Complaint, W. A. Stewart, Napierville, P.Q., alleging certain grievances against the Napierville Junction Ry., in connection with service furnished to persons along its line.
(Files 11095 and 12070).

Order made adding the Delaware & Hudson Railroad Co. party to the application. See Order No. 12839.

2587. Application of G.T.R., for an Order permitting the railway company to cancel trains Nos. 23 and 24 and to arrange the schedule the same as it was when the railway company only ran one train daily except Sunday in each direction which arrive and depart as follows:—
Lv. Victoriaville 6 a.m. Ar. Doucet's Landing 8.30 a.m.
Lv. Doucet's Landing 12.01 p.m. Ar. Victoriaville 2.30 p.m.

(File 13995.)

Stands sine die,—to be brought on by the Railway Co. on 10 days notice, should it desire to do so.

2588. Application of City of Lachine, P.Q., under Secs. 258 and 284, for an Order directing G.T.R. to make "Convent Station" the chief station at Lachine, to be supplied with full passenger, freight and telegraph equipment, and to move said station further west between 18th and 21st Sts. (File 16503).

Stands for six months, to enable parties to arrange matters between themselves.

2589. Application of Montreal Terminal Co., under Railway Act, for approval of proposed Standard Passengers Tariff for passenger traffic carried upon its railway of three cents (3c) per mile within a minimum fare of five cents (5), subject to such special fares, if any, as may be in force in any district traversed by the Company under any agreement made by the Company with the Municipal authorities of any district. (File 6262.)

Order made refusing the application and directing the Applicant Company to file by the 15th Feb., 1911, a Standard Passenger Tariff specifying a maximum toll of two and a half cents (2½c.) a mile to be charged on the Company's existing lines. See Order No. 12853.

2590. Application of Montreal Park & Island Ry., under Railway Act, for approval of Standard Passenger Tariff for passenger traffic carried upon its Railway of Three cents (3c.) per mile, with a minimum fare of Five cents (5c.) subject to such special fares, if any, as may be in force in any district traversed by the Company under agreement made by the Company with the municipal authorities of any such district. (File 6135. Case 2984.)

Order made refusing the application, and directing the Applicant Company to file by the 15th Feb., 1911, a Standard Passenger Tariff specifying a maximum toll of Two and a half cents (2½c.) a mile to be charged on the Company's existing lines. See Order No. 12853.

2591. Complaint of Board of Trade of Halifax, N.S., relative to differential rates of railway companies of one cent per hundred pounds which exists against the Port of Halifax, N.S., as compared with the Port of St. John, N.B. (File 13362.)

Order made dismissing the application. See Order No. 12882.

2592. Application of H. B. Ledoux Co., of Winnipeg, Man., for carload classification on shipments of cigars. (File 16486.)

Order made dismissing the application. See Order No. 13225. See also Judgment of Assistant Chief Commissioner Scott. Appendix "C."

2593. Application of Lamontagne, Limited, of Montreal, P.Q., for a minimum carload rate on trunks and valises when shipped in cars with goods included in the saddlery list of the Canadian Classification No. 15. (File 16454.)

Order issued amending Canadian Classification No. 15 by adding to the saddlery list trunks and valises and excluding the note *re* trunks containing wearing apparel and personal effects.

2594. Application, Q.R.L. & P. Co. under Section 361, for recommendation to the Governor-in-Council for sanction of an agreement between the Q.R.L. & P. Co., and the Quebec County Ry. Co. (File 16546.)

Order made recommending for the sanction of the Governor-in-Council the deed of sale entered into between the Applicant Company and the Quebec County Ry. Co. See Order 12937.

2595. Application, C.N.O. Ry., under Section 257, for authority to construct a bridge over the North River in the Parish of St. Andrews, County of Argenteuil, P.Q., Mile 13·5 from Hawkesbury, Ont. (File 2342·31.)

Order made directing the C.N.O. Ry. Co., to construct a bridge over the North River as applied for, subject to certain conditions set forth in the Order.

See Order No. 13030.

2596. Application of Georgian Bay & Seaboard Ry., (C.P.R.) under Sections 159 and 167, for authority to revise grade from Mileage 65·63 to Mileage 69, Tps. of Ops and Fenlon, Ont., revision and location from Mile 69 to Mile 70·5, location from Mile 70·5 to Mile 72·88 in the Town of Lindsay, Ont. (File 2100·10).

Order made approving of the revision of the C.P.R. Co.'s line from Mileage 68·97 to Mileage 71·7. See Order No. 12637.

2597. Application, G.T.R., under Section 167, for approval of proposed deviation in location of its railway from Lindsay to P. Hope, as already constructed between a point near Reaboro, on Lot 10, Con. 10, Tp. of Ops, C. of Victoria, Ont., and a point near Rice Lake Summit, on Lot 16, Con. 9, Tp. of Hope, Co., of Durham, Ont. (Adjd. hearing). (File 15708).

NOTE: The G.T. Ry. and the G.B. & Seaboard Ry. Companies to file new plans showing the locations as agreed upon between the Companies. When these plans are filed, an Order will go approving the same.

2598. Application, G.T.R., under Section 229, for an Order authorizing the installation of a full interlocking plant at crossing with the N. St. C. & T. Ry., between Clifton J., and Stamford, Ont., and in the matter of Order 9646, dated 17th February, 1910, and Order 10310. (To be spoken to). File 11514).

Order made varying Order 10310, dated 20th April, 1910, by providing that the G.T. Ry. Co., furnish the necessary signalmen to work the interlocking plant and other necessary items, as set forth in said Order; the Order in no wise to vary the rights of the parties as set forth in agreement of the 1st August, 1887, made between the said Companies. See Order No. 13015.

2599. Application, C.N.R., under Section 227, for authority to cross with its Vegreville-Calgary Branch the C.P.R.'s Didsbury-Kinivie Branch in the N.W. of Section 21, T. 25, R. 24, W. 4th Mer., between Mileage 218 and 219, from Vegreville, Alta. (Adj. hearing). (File 12924·45).

Order made refusing the application. See Order No. 12938.

2600. Application, C.N.O. Ry., under Section 237, for authority to divert public road on Lots 5A and 4E Con. 1. T. of Grenville, Co. of Argenteuil, P.Q., (File 2342·35).

Order made granting application, subject to the condition that compensation be made to J. Kelly, one of the land owners affected, for damages, (if any) sustained by him by reason of the diversion of the said road. See Order No. 13009.

2601. Application, C.N.O. Ry., under Section 237, for authority to construct its [illegible] tracks across the public road between Lots 16 & 17, Junction Gore, T. of Gloucester, Co. of Carleton, Ont. (Billings Ave.) (File 3878.323).

Order made granting the application. See Order No. 12936.

2602. Application, V.V. & E. Ry. and N. Co., under Sections 167, 222 and 224 for approval of plan showing change of grade and deviation of Company's main line between points "A" and "B" (Angus Road to South side of False Creek); deviation of branch line to Burrard Inlet between points marked "C" and "D" (Napierville St. to south side of False Creek); and proposed branch line from point "E" in Block 81, D. L., 264, A. to point "F" near Block 25 D. L. 196 (Clark Drive to point on West side of False Creek); Westminster Ave., Vancouver, B.C. (File 572·18.)

Order made granting the application subject to the terms of agreement dated the 16th May, 1910, between the Applicant Company and the City of Vancouver, and the further condition that the grade at Fifth Ave., from the west side of Clark Drive to the East side of Boundary Ave., shall not exceed 6 per c. See Order No. 12939.

2603. Application of V. V. & E. Ry., & Nav. Co., under Section 178, for authority to take lands between points A and B and deviate branch line to Burrard Inlet between points C and D and of a branch line from point E in Block 81, Dist. Lot 246a, to a point F near Block 25, Dist. Block 196, Vancouver, B.C. (File 572·19).

Order made granting the application, subject to the condition that the Applicant Co. compensate the land owners for damages (if any) arising from their riparian rights being injuriously affected by the taking of the property which the City of Vancouver is granting to the Railway Co. See Order No. 12952.

2604. Application of C.P.R. under Section 238, for authority to divert road allowance between Con. A, Ottawa front, and Con. 1, Ottawa front, Tp. of Nepean, Ont. (File 16625.)

Order made granting the application. See Order No. 13014.

2605. Application of the Tp. of Nepean and Police Village of Westboro, Ont., under Section 237, for authority to carry Victoria St., across road way of C.P.R., Westboro Village, Ont. (File 16661.)

Order made granting the application. Work to be done at the expense of the Twp. of Nepean and the Police Village of Westboro. See Order No. 13004.

2606. Application, Town Steelton, Ont., under Sections 237 and 238, for an Order directing the C.P.R. to submit to the Board a plan and profile of that portion of its railway where the same crosses St. John St., and to protect said crossing by gates or watchman or in such other manner as to the Board may seem proper. (Ad. Hearing). (File 9437·604.)

Application withdrawn.

2607. Application, Town of Steelton, Ont., under Sections 237 and 238, for an Order directing the C.P.R. to submit to the Board a plan and profile of that portion

of its railway where the same crosses Wellington St., and to protect said crossing by gates and watchmen or in such other manner as to the Board may seem proper. (Ad. hearing). (File 9437-583.)

Application withdrawn.

2608. Consideration of draft of proposed regulations for inspecting, testing, and washing of locomotive boilers. (Circular No. 57). (File 16513.)

Order made that all railway companies file by the 7th April, 1911, copies of their regulations in force regarding these matters.

2609. Application of G.T.R. Co., of Canada for approval of the plans of the Toronto Grade Separation Part 1, as follows:—

1. Howard Ave. Sudbury, Toronto. (Abutments).

2. Jane St. Subway, Tp. of York. (Abutments).

3. Humber River Bridge (East abutment, West abutment and Centre Piers). (File 588-8.)

Adjourned to sittings of the Board in Toronto on the 24th inst. as to No. 3; Order as to Nos. 1 and 2 approving subway plans.

2610. Application of Toronto, Hamilton & Buffalo Ry. Co., for authority under Sections 178 to take possession of certain lands in the Township of Barton and Ancaster Ont., for the extension of Hamilton freight yards. (File No. 16450.)

Order made granting the application. See Order No. 12957.

2611. Application of the Michigan Central Railroad Company for authority to divert the highway at Fletcher Station, Township of Raleigh, being the road between the Townships of East Tilbury and Raleigh, Ontario.

(Note),—The question of costs to be spoken to. (File 9437-165.)

Order made directing that 20 per cent of the cost of the work, less the expense of moving the poles of the Bell Telephone Co., be paid out of The Railway Grade Crossing Fund. The Board's Engineer to check the items of the account. See Order 13230.

2612. Consideration of the matter of protection at the crossing by Canadian Pacific Railway of Stone Road Crossing, Galt, Ont. (File 9437-620).

Stands to enable the parties to discuss the matter with a view to arranging it.

2613. Application of the Canadian Pacific Railway Company, under Sections 222 and 237, for authority to construct an industrial spur to factory sites in the Town of Windsor, Ontario, from a point in Lot 85, crossing McDougall Avenue, thence crossing Tecumseh Road, and along Mercer Street as far as Giles Street. (File 15540.)

Application withdrawn.

2614. Application of the Toronto, Hamilton & Buffalo Railway Company, under Sections 221, 222, 223 and 237, for authority to construct branch lines of railway in the City of Hamilton, Ontario, from a point on the Applicants' Easterly Belt Line of railway marked H. B. 98-08-8, a short distance west of Trolley St., and running westerly across Trolley St., and Stipe's Road to a point market H.B. 109-60-7. Also from a point on said Belt Line marked H.B. 100-64-2 a short distance west of Trolley St. and running westerly across Stipe's Road to a point marked 109-50-7. (File 16178.)

Order made granting the application. See Order No. 13114.

2615. Application of the Toronto, Hamilton & Buffalo Ry. Co., under Sections 221, 222 and 223, for authority to construct spur in Hamilton, Ont., from Lot 11 in Case, Cahill and Corser's survey, fronting on south side of Princess St., between Ruth St. and Sherman Ave., and running easterly across Sherman Ave., Earl St., Gibson Ave., the tracks of the Hamilton Radial Electric Ry. Co., Rosedale Ave., Princess Street, and Milton Ave., into the lands of the Canadian Washing-house Co. Ltd.; under Sections 235 and 237 to cross at grade above highways and lanes; under Section 227 to cross tracks of the Hamilton Radial Electric Ry. Co. by an over head bridge.

(Note).—The applicants to serve notice on the landowners of the hearing of this application at Toronto on February 24th, 1911. (File 16748).

Order made granting the application. See Order 13208.

2616. Application of the Canadian Northern Ontario Ry. Co., under Sec. 237, for authority to divert the Kingston Road and the side road between Lots 4 and 5, Concessions "A" and "B" and construct an under-crossing under the tracks of the railway on Lot 4, Concession "B", T. of Hamilton, Co. of Northumberland, said crossing to be in place of crossing under the railway approved under Order of the Board No. 9611, dated the 17th of February, 1910. (File 3878·160).

Order made rescinding Order of the 17th Feb., 1910, on the ground that it was made through inadvertence and error. The hearing of the application adjourned to Cobourg, Ont. Friday, March 24th.

2617. Application of the Georgian Bay and Seaboard Ry., under Sections 159 and 167, for authority to revise grade from mile 65·73 to 69; in the Townships of Ops and Fenelon; revision of location from mile 69 to 70·5; location from mile 70·5 to mile 72·88 in the Town of Lindsay, being a point on the Lindsay, Bobcaygeon and Pontypool Ry.

(Note).—This matter heard at Ottawa Feb. 7th, when an Order granted approval to station 20·30: remainder of location now to be heard including taking possession of G.T.R. property in Lindsay. (File 2100·10.)

Board directed that an Order go, but not to issue until asked for by the Canadian Pacific Railway Company.

2618. Consideration of the matter of protection at the crossing of the Grand Trunk Ry. Co. 2¾ miles west of Acton West, Ontario.

(Note).—The municipalities interested will be required to show cause why they should not contribute to the cost of the proposed diversion of the highway. (File 9437·193.)

Referred to the Board's Engineer to inspect and report. The Engineer to notify the parties when he will visit the locality.

2619. Consideration of the matter of protection of the Canadian Pacific Ry. Co.'s crossing at Monaghan Road and Romaine St., Peterboro, Ont. (File 9437·298.)

No order made.

2620. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. Co. at George St., Peterboro, Ont.
(File 9437·622.)

No order made.

2621. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. Co., at Aylmer St., Peterboro, Ont.
(File 9437·623.)

No order made.

2622. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. Co. at Rink St. Peterboro, Ont. (File 9437·624).

No order made.

2623. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. Co., at Stewart St., Peterboro, Ont. (File 9437·625).

No order made.

2624. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. Co. at Park St., Peterboro, Ont. (File 9437·626.)

No order made.

2625. Consideration of the question of protection at the level crossing of the Canadian Pacific Ry. at Chamberland St., Peterboro, Ont. (File 9437·627.)

No order made.

2626. Application of the Grand Trunk Ry. Co. of Canada, under Sec. 258 of the Railway Act, and Order No. 8627 approving of the plan in duplicate of the proposed

new passenger station to be erected at Guelph, Ont.; also plan showing re-arrangement of tracks and location of the new station.
(File 9248. Case 4433).

Order made approving the new plan submitted by the City of Guelph. Agreement as to re-arrangement of tracks to be filed with the Board.
(File 9437-185.)

2627. Application City of Guelph, under 237, for an Order ratifying and confirming agreement between City and C.P.R., *re* protection at Eramosa Road, Guelph, (File 9437-185.)

Order made confirming agreement, dated 3rd October, 1910, subject to conditions set forth in the order. See Order 13168. Gates to be installed at Eramosa Road by the 1st July, 1911.—20% of the cost of construction to be paid to the Railway Company out of The Railway Grade Crossing Fund.

2628. Application City of Guelph under 237 for an order ratifying and confirming agreement between City and C. P. R. *re* protection at Allan's Bridge, Heffernan St. Guelph. (File 9437-186.)

Order made confirming agreement, dated 3rd October, 1910, subject to the conditions set forth in the order and providing for a bell at Allen's Bridge, bonded to the main line only. All switching movements at the point to be taken care of by a flagman.

2629. Application of the Toronto & Eastern Ry. Co., under Sec. 237, for authority to construct its lines of railway along Bank St. and across Mechanic, Church, Prince, Simcoe, Mary and Division Sts., Ottawa, Ont. (File 15881-1.)

Order made permitting applicant company to construct its railway along Brant Street. See Order 13110.

2630. Application Toronto and Eastern Ry. Co. under Sec. 237, for authority to construct its line of railway along Mary St. and across public road at Station 195-59, Grand Trunk Ry. St. Ash, Perry, Brock, Byron, Centre, Kent, and Euclid Sts., and public road at Station 227-02, Whitby, Ont. (File 15881-2).

Order made granting the application. See Order No. 13111.

2631. Application Toronto and Eastern Ry. Co., under Sec. 237, for authority to construct its line of railway along Wellington St .and across Scugog, Temperance, George, Liberty and Division Sts., Bowmanville, Ont. (File 15881-3).

Order made granting the application. See Order 13107.

2632. Application of the Toronto Eastern Ry. Co., under Sec. 159, for approval of location of its line of railway through Townships of Pickering, Whitby East, Whitby, and Darlington, Ont. (File 15881-4).

Order made granting the application. See Order No. 13106.

2633. Application of the Village of Mimico, Ont., respecting alleged dangerous condition of the Grand Trunk Ry. Co.'s crossing on Church St., in that Village. (File 9437-82).

No order made. Mr. Gillen on behalf of the G.T.R. undertaking to operate the gates at the crossing up to midnight.

2634. C.N.O. Rly. Application under sections 159 and 237 for approval of location of its line of railway from Davenport Road to McClennan Ave., Toronto, Ont., and for authority to cross highways as shown on plans. (File 3878-343).

Judgment reserved.

2635. Application of the Toronto Niagara & Western Ry. Co., under Sections 176, 177 and 178 for authority to take, use and occupy portions of Lot 35, Con. 3, in the City of Toronto, Co. of York, Ont., and part of Lots 14 and 24 inclusive. (File 4488-32).

Judgment reserved.

2636. Application of the Grand Trunk Ry. Co. of Canada, under Sections 222 and 237, for authority to construct siding extending from a point on its siding on

Pacific Ave., north of Liberty St. Toronto, Ont., upon, along, and across Pacific Ave. to a point opposite the northerly limit of lands owned by The Hinde and Dauch Paper Co. of Canada, Ltd. (File 1359-2).

Order made granting the application and providing that if the parties cannot agree amdng themselves as to the compensation to be paid, Mr. F. H. Drayton shall fix the compensation for the properties injured, if any, on Pacific Ave. See Order 13113.

2637. Application of the Powell Lumber & Door Co. Ltd., Toronto, Ont., respecting the G.T.R.'s spur at Front St., West, Toronto, Ont. (File 231).

Order made refusing the application, with leave to the applicant company to speak to the question of alleged damages, should it desire to do so. See Order 13121.

2638. Application of the Canadian Pacific Ry. Co., under Sections 222, 227 and 237, for authority to lay out, construct, and operate, three railway sidings along and across Pardee Ave., and across Liberty St., and connecting with a siding belonging to the Grand Trunk Ry. Co. (File 12259).

Order made for construction of siding as shown on plan except that there is to be no connection with the G.T.R. siding running in from the south at or about Lot 30. See Order No. 13152.

2639. Consideration of the matter of protection of the Keele St. and St. Clair Ave., crossing of the Grand Trunk and Toronto Suburban Ry. Companies, Toronto, Ont.

(Note).—The Railway Companies are required to speak to the advisability of providing better protection at the present crossing than now exists. (File 357).

Final action by Board deferred upon the understanding that if it is brought to the attention of the Board that the Order is violated by those in charge of the engines, and crossings are made in contravention of the Order, the crossings will be inspected by an Engineer of the Board and an Order will go for the installation of any additional protection by the Grand Trunk that the Board's Engineer thinks should be installed.

2640. Application of the Grand Trunk Ry. Co., under Sections 227 and 237, for authority to construct two sidings upon and across St. Clair Ave., Toronto, Ont., and the tracks of the Toronto Suburban Ry. on St. Clair Ave. (File 16580).

G.T.R. decides not to press the application.

2641. *Re* protection at the level crossing of the Grand Trunk and Canadian Pacific Ry. Cos. at Brock Ave., Toronto, Ont.

(Note).—The G.T.R. plans will be considered; also the question of the apportionment of the cost of the work. (File 9437-106).

Order made directing that the subway to be constructed at the said crossing be 56ft. wide with two roadways 21 ft. wide and two sidewalks seven ft. wide, or two 28-ft. spans. G.T.R. to file new plans showing length of proposed subway by the 27th March, 1911. Further consideration of the application and question of division of cost of work deferred until after filing of plans.

2642. Application of the Canadian Pacific Ry. Co. under Sec. 235, for leave to cross Weston Road, in the City of Toronto, Ont., with seven tracks, also to construct transhipment platform across the said Weston road. File 16378.

Order made authorizing C.P.R. to construct seven tracks across Weston Road and to construct transhipment platform across Weston Road; C.P.R. to pay to the Corporation of the City of Toronto, upon completion of the bridge at Weston Road, the sum of $8,052 in full of cost of all necessary work in connection with the reconstruction of the bridge. Any question arising as to the time of the completion of the bridge to be referred to and disposed of by the Engineer of the Board. See Order 13117.

2643. *Re* level crossing of the Grand Trunk Ry. Co. at Windermere and Ellis Avenues, in the Township of York, Ont. File 6994. Case 3026.

No further Order necessary, as plans show the headway and width.

2644. Application of the Township of York, Ont., under Sec. 237, for an Order directing the Grand Trunk Railway Company to provide level crossing for proposed highway over the Old Belt Line Railway, east of Yonge St. (File 16719).

Application dismissed. See Order 13158.

2645. Consideration of the question of the elimination of the grade crossing of the Canadian Pacific Railway Company at Yonge St., North Toronto, Ont. Adjourned hearing. (File 9437·153).

Judgment reserved.

2646. Application of the Municipality of the Township of Etobicoke, Ont., for an Order for the protection of Mimico Ave., crossing of the Grand Trunk Railway Company in the Township of Etobicoke, Ont. (File 9437·631).

Order made refusing the application. See order 13108.

2647. Application of the Canadian Pacific Ry. Co., under Sec. 258, for approval of location of new station near northern corner of Weston Road and Royce Avenue, West Toronto, Ont. (File 16677).

Order made granting the application. See order No. 13116.

2648. Application of the Grand Trunk Ry. Co., for approval of plans for change of location and details of construction with Part One of the Toronto Grade Separation, Toronto, Ontario.

(Note).—The Board will take up the matter of the subway at Salisbury Ave., in the Township of Etobicoke, and Church St., Mimico, Ont. (File 588·6.)

Order made authorizing the G. T. R to construct a subway at Salisbury Ave., in the Village of Mimico. Plan to be filed with the Board by the 1st April, 1911. Subway to be 30 feet wide, 25 ft. for roadway and 5 ft. for sidewalk; 20 per cent of cost to be paid out of The Railway Grade Crossing Fund. See Order 13169.

2649. Application of the Grand Trunk Ry. Co. of Canada for approval of the plans of the Toronto Grade Separation, Part 1.

Humber River Bridge, (East Abutment, West Abutment, and Centre pier). (File 588·8).

Stands until Minister of Public Works disposes of application made to him.

2650. Application of the Grand Trunk Ry. Co. under Sec. 178, for authority to take part of Lot 2 on north side of Empress Crescent and part of Lot 1 on north side of Empress Crescent, Toronto, Ont. (File 588·9.)

Order made granting the application and providing that where, under the terms of the order, any severance of land is authorized and the remaining portion of the land not so taken as well as any building or buildings thereon is injuriously affected by such severance, including therein injurious affection arising from the uses to which such severed portions may be put, the G.T.R. either purchase such remaining portion or fully compensate for any damage arising from such injurious affection. See Order 13191.

2651. Application of the Grand Trunk Ry. Co. of Canada, under Sec. 178, for authority to take some eight or nine pieces of land situate in the Townships of York and Etobicoke, in connection with Toronto Grade Separation, Part 1. (File 588:10).

Order made in regard to the lands of Mrs. Chapman, the Company undertaking to take 5′ less in width for 150′ easterly from Ellis Ave., if the Chief Engineer of the Company finds work can be constructed upon said narrower portion. Application stands as to Bolt Works. Application stands as to Mrs. Mary MacDonald, until Sunnyside Crossing is disposed of; also Sunnyside Orphanage and Mr. Johnston's lands. Also as to Messrs. Mile & Woods, and Toronto & York Radial Co. As to City of Toronto, new plans will be filled as per agreement.

2652. Application of the Township of Etobicoke, Ont., for an Order to re-apportion the Township's proportion of cost of subway at Queen St., west of the Humber River. (File 588·11).

Application withdrawn.

2653. Application of the Canadian Pacific Railway Company lessee of the Georgian Bay and Seaboard Railway Company under Section 167 for authority to change its location of a portion of its railway in the Town of Orillia.

(Note Terms of Order to be spoken to).

(File 10568).

Order made approving crossings of Grand Trunk Ry. Co. at Atherley Junction, to be protected by an interlocking plant to be installed and maintained by the Grand Trunk Ry. Co., but cost to be paid by the applicant Company. For terms see order No. 13572. Order No. 10586 rescinded.

2654. Complaint of Thos. Myles Sons, Limited, of Hamilton, Ontario, relative to freight rates on shipments of coke to Hamilton, Ontario. (File 16657).

Order made directing Grand Trunk Railway Co. to restore the rates on gas house coke from Buffalo and Suspension Bridge, N.Y., to Ontario points shown on tariff C.R.C. No. 2195, which were in effect December 11th, 1910, new rates to be effective not later than 24th April, 1911. See Order No. 13215.

2655. Complaint of J. & J. Taylor, Toronto Safe Works, Toronto, Ontario; relative to note in freight classification on safes, reading: 'Safes of 1,000 pounds each or over to be loaded and unloaded by Owners,' Canadian Classification No. 14, Iron Safes, Item 48. File 9428-6.

Order made that the said note to item 35, page 47 of Canadian Classification 15 be struck out and that the words 'Safes of 1,000 pounds or over be struck from the list of exceptions to the tariffs of cartage charges of the Railway Companies. See Order No. 13185.

2656. *Re* proposed revision of rating on tobacco submitted for approval of the Board in Supplement No. 1 to Canadian Classification No. 15. File 16453.

Order made dismissing the application. See Order 13355.

2657. Complaint of J. Barton Yourex, 187 College St., Toronto, Ont., against extra charge of the Bell Telephone Company for telephone in use at that address. File 3574.23.

Order made dismissing the application. See Order 13115.

2658. Application of the Port Hope Telephone Co., Ltd., for an Order directing the Bell Telephone Company of Canada to provide connection with the local exchange system of the Bell Telephone Company at Newcastle, Ont. File 3839.147.

Application withdrawn.

2659. Application of the Ingersoll Telephone Co., Ltd.

The Harrietsville Telephone Assn. Ltd.

The Blenheim and South Kent Telephone Co. Ltd.

The Wheatley Telephone Co. Ltd.

The People's Telephone Co. of Forest, Ltd.

The South Lambton Telephone Co-operative Assn.

The Port Hope Telephone Co. Ltd.

The Markham and Pickering Telephone Co. Ltd.

The Niagara District Telephone Co. Ltd.

The Brussells, Morris and Grey Municipal Telephone System, and the

Consolidated Telephone Co. Ltd. for an Order directing the Bell Telephone Co. of Canada to provide long distance connection with their telephone systems respectively. (File 16171.)

Judgment reserved.

2660. Application of the Nelson Telephone Co. Ltd., for revision in terms of contract with the Bell Telephone Co. of Canada, dated May 1st, 1909. File 3839.93.

2661. Application of the People's Telephone Company, of Sherbrooke, P.Q., that exclusive connection should not be approved between the Canadian Telephone Compand and the Bell Telephone Company. File 3839.145.

See judgment of Commissioner Mills concurred in by the Chief Commissioner and Assistant Chief Commissioner. Appendix "C."

2662. Application of M. Meagher, Debec Jct., under Secs. 226 and 284, for an order directing the C. P. R. to construct branch line to his warehouse at Debec Jct. (File 16278.)

Order made that the Railway Company, at its own expense, remove warehouse at the convenience of the applicant. The company to lease the land necessary for the building at a nominal rental of $12 per annum. See Order 13162.

2663. Application of C.N.Q.R. under Secs. 237, 227, 228 for authority to construct its railway across Notre Dame Street, Montreal, P.Q., and to cross the tracks of the Montreal Street Railway by overhead structure and to join with tracks of Montreal Harbour Commission. (File 2342.38.)

Order made granting the application at the expense of the applicant company. Work to be completed by 1st August, 1911. See Order No. 13197.

2664. Application, G.T.R. under Secs. 222, 237 and 167 for authority to construct a siding commencing at a point on Acorn Ave., St. Henri, Montreal, P.Q., thence extending southwesterly along and upon Acorn Avenue a distance of about 390 feet to a point opposite the premises of the National Acme Manufacturing Company. (File 16459.)

Order made granting the application. The spur to be constructed by 7th day of September, 1911. See order 13167.

2665. Application, Twp. of Nepean, under Sec. 237, for an Order directing the C. P. R. to take off gates at farm crossing and provide suitable level crossing at Carleton Ave., Lot 33, Con. "A", Tp. of Nepean, Ont. (File 16675.)

Judgment reserved. Question of a general scheme of crossings on the Canadian Pacific Railway in this connection to be looked into and reported upon by the Board's Engineer.

2666. Application, City of Ottawa, for an Order under Sec. 238 directing the G.T.R. to provide for protection of Bronson Ave., by carrying highway over the tracks. (File 10488.)

Order made for bridge to be completed by 1st November, 1911. Cost of work to be divided as follows: 20 per cent (not exceeding $5,000) to be paid out of The Railway Grade Crossing Fund; $\frac{3}{5}$ths of the remainder to be paid by the City of Ottawa; and $\frac{2}{5}$ths by the Railway Company. For full particulars see order dated 7th March, 1911.

2667. Application, C. P. R. under section 178, for authority to take the following lands:—Part of Lot 9, Block 5, East side of Little Chaudière Road, and part of East half of Lot 37, 1st Con. Ottawa Front, Twp. of Nepean, Ottawa, Ont. (File 16843.)

Application withdrawn, the Company having purchased the land.

2668. Application G.T.R. (C.A. Ry.) under sec. 257 for approval of plans of proposed platforms and train shed for Central Union Passenger Station at Ottawa, Ont. (File 1593.1.)

Order made approving of plans. Order No. 13188 rescinded. See Order No. 13323.

2669. Application, Corporation of North Hatley, Que., for an Order requiring the Boston & Maine R.R. to provide a crossing over the right of way of the Massawappi Valley Ry., in the Village of North Hatley. (File 16885.)

Order made granting leave to the Village of North Hatley to construct and maintain at its own expense a highway crossing over the tracks of the Boston and Maine Railroad Company as applied for. The question of cost of protection, if the same is at any time in the future required, reserved for further consideration. See Order 13217.

2670. Complaint, D. & O. Sproule, Digby, N.S., alleging excessive charges made by the Dominion Atlantic Railway between Digby, N.S., and St. John, N.B., on fish. (File 16584.)

Board decided no Order necessary, as matter previously dealt with.

2671. Complaints relative to new Express Tariffs with regard to milk and cream.
(Note) The Board will take up the following:
1. Change in estimated weight of cream from 10 to 12 lbs. per gallon.
2. Increase in lowest rate of Scale "N" from 30 to 35 cents per 100 lbs.
(File 4214.55.)

Order made directing that charges on cream for making butter, between all points east of Port Arthur shall not exceed figures set forth in schedule set out in the Order. Express companies to submit for approval of Board special tariffs on sweet cream in cans for purposes other than butter making, adjusting the rates for the entire service, namely, the outward shipments of the cream and the return of the empties, so that for the total service there shall be no increase in charges over the charges made for the said total service between March 1907 and March 1911. Provisions of the Order to be made effective May 1st, 1911. See Order No. 13381.

2672. Application, C.N.O. Ry., under Sec. 237, for authority to divert the Kingston Road and the side road between Lots 4 and 5, Con. "A" and "B" and construct crossing under the tracks of the Railway on Lot 4, Con. "B", Tp. of Hamilton, County of Northumberland, said crossing to be in place of crossing under the railway approved under Order No. 9611, dated 17th February, 1910. (File 3878-160).

Order made providing for subway to be constructed on the Kingston Road, 5[illegible] feet wide and 14 feet in height, at the expense of the Railway Company.

2673. Application G. N. Smith, for an Order directing the C.N.O. Ry. to construct an overhead bridge over its line across the Applicants property, Lot 3, Con. 4 Tp. of Clarke. (File 15622).

Referred to the Board's Engineer for inspection and report.

2674. Consideration of the matter of the C.N.O. Ry. Co.'s subway at Division Street, Cobourg, Ont. (File 3878-43.)

Order made rescinding Order of the 17th of February, 1911, approving the detail plan of subway. Railway Company directed to file a new detail plan of subway showing a 5 foot cement walk on the west side, a 30-foot roadway, and elimination of all columns. See Order No. 13372.

2675. C.N.O. Ry. crossing between Lots 4 and 5 and gravelling of road at Stephen's Crossing. (File 3878-237).

No Order made, the Railway Company undertaking to remove the cause of complaint.

2676. Complaint of the Tp. of Darlington, County of Durham in regard to the C.N.O.R. Co.'s crossing at Manver's Road in the said township. (File 9437-557).

Matter referred to the Board's Engineer to report on when inspection is being made for opening for traffic.

2677. Complaint of the Tp. of Darlington in the County of Durham in respect of the C.N.O.R. crossing at Scugog Road in the said Township. (File 9437-658).

Matter referred to the Board's engineer to report on when inspection is being made for opening for traffic.

2678. Complaint of the Tp. of Darlington in the County of Durham relative to the ditch for taking water westward from Law's Pond hole on the line of the C.N.O. Ry. (File 16986.)

Matter referred to the Board's Engineer to report on when inspection is being made for opening for traffic.

2679. Complaint of the Tp. of Darlington in the County of Durham in regard to the crossing by the C.N.O.R. of road at Lot 21, Con. 3, in the Tp. of Darlington. (File 3878-56.)

No Order made, the Railway Company undertaking to grade properly the road diversion without delay.

2680. Complaint of the Tp. of Darlington regarding the crossing of the C.N.O. R. on Montgomery Road between Lots 24 and 25, Con. 4, Tp. of Darlington. (File 4878-50.)

No order made, the Railway Company undertaking to put a railing at each side of the ditch at said crossing.

2681. Complaint of the Tp. of Darlington in the County of Durham respecting the C.N.O. Ry's crossing of road between Lots 28 and 29, Con. 4 in the said Township. (File 3878-57.)

No order made, the Railway Company undertaking to remove the cause of the complaint forthwith.

2682. Complaint of the Tp. of Darlington, County of Durham respecting the C. N.O.R. crossing of the public road between Lots 30 and 31, Con. 4, in the said Township. (File 3878-58.)

Referred to the Board's Engineer to report on when inspection is being made for opening for traffic.

APPENDIX "C".

SOME OF THE PRINCIPAL JUDGMENTS FROM MARCH 31, 1910 TO MARCH 31, 1911.

Cottrell v. Canadian Pacific Railway Company.

Judgment, Assistant Chief Commissioner Scott, May 4, 1910.

"Mr. Cottrell has a private warehouse in the City of Vancouver, at which the Canadian Pacific Railway Company delivered a car consigned to him by Messrs. W. V. Dawson & Company, of Montreal, Quebec.

After the car had been placed at the warehouse the company desired to inspect its contents, but Mr. Cottrell objected. The company then had the car removed to its freight sheds, and after inspection notified Mr. Cottrell that the car was on the team delivery track, from which point it was necessary for him to take delivery, and that delivery would not be made at his warehouse except upon the payment of the regular switching rate, which was wrongly quoted at $6.00, but which under C. P. R. Tariff C. R. C. W. 1110 amounts to $5.00. This was paid and the car was again delivered at the warehouse. Mr. Cottrell then made a complaint to the Board against the $6.00 charge for switching or "new delivery," as it was described in a receipt given by the company's agent. He contended that it was inconvenient to him to have the inspection take place in his warehouse, that it should have taken place before delivery and that his private property should not be used for the purposes of the railway company. No answer was put in by the company, but at the hearing at Vancouver on October 27th, 1909, counsel for the company contended that the inspection of carloads in private warehouses was recognized in the classification and was a practice followed for the protection of shippers; that it was a saving of time and enabled the company to make quick delivery.

"At the hearing in Vancouver, the question of the proper place at which inspection should be made was discussed. The Board rendered no decision in this case at the time, but waited until the question of the proper point of inspection might be further considered. This question was set down for discussion by the railway companies under the jurisdiction of the Board, at our Traffic Sitting on January 18th last (File 13109), and after hearing what was said we came to the conclusion that no definite rule could be laid down as to the point at which inspection should take place.

That matter having been disposed of, I think some disposition should be made of the point raised by Mr. Cottrell, that is whether a railway company has the right to utilize a private warehouse for the inspection of carloads, and in the event of the consignee objecting whether it can charge the consignee an additional toll for switching the car to its sheds for inspection and then re-delivering it to the consignee.

This inspection is principally for the benefit of the railway company. It enables the company to satisfy itself that the freight carried has been properly classified and that the proper freight charges have been made. It does, of course, sometimes happen that inspection results in the reduction of the freight charges, but that is not the object of the inspection, and I imagine it does not in fact often occur. Sometimes by accident, through ignorance of the necessarily complicated classification and tariffs of the railway companies, and sometimes by design of an unscrupulous shipper goods are improperly described in a shipping bill. To guard against such errors and

to see that it is getting all the freight charges it is entitled to collect, the railway company hauling a car lot has it inspected at whatever point is most convenient. Under sub-section 3 of section 400 of the Railway Act, the company has the right to make the inspection, but I do not think it has the right to use private property for that purpose, to the detriment or inconvenience of the owner. Of course it would be unreasonable for the consignee to object to a railway company sending its inspector to his warehouse to check over goods as they were being unloaded from a car or unpacked from bales or packing cases by the consignee or his agents. That was not what happened in Mr. Cottrell's case. But the railway companies inspectors should not be permitted to unload or partially unload a car into the warehouse of a consignee and examine its contents if it would inconvenience him or be detrimental to his business to have his warehouse used for that purpose at that time. And it naturally follows that, if a car which has been placed at a private warehouse or on a private siding is removed by a railway company for the purpose of inspection, it should be returned again to its former position without any toll for such movement being charged the consignee.

This is a case which doubtless will not often occur, but nevertheless since the Board has the matter now under consideration it might be well for a general order to issue covering the points I have mentioned so that they will be settled for the future.

Mr. Commissioner McLean concurred.

Canadian Lumbermen's Association v. Grand Trunk and Canadian Pacific Railway Companies.

The Lumbermen's Association applied for an Order disallowing the lumber tariffs of the Respondent Companies effective May 1st, 1908.

The answer of the respondents was that the tolls charged were as favourable as those charged by the railways in the United States and compared favourably with those charged on other building material.

Judgment, Assistant Chief Commissioner Scott, May 9, 1910.

"In its complaint dated December 29th, 1908, the Lumbermen's Association asked for the disallowance of the following special freight tariffs which had become effective May 1st, 1908:—

C. P. R. No. E 69 C.R.C., 1104.

G. T. R. No. C. F. 83 C. R. C. No. E. 1210.

C. N. Q. No. 116 C. R. C. No. 269.

C. N. O. No. 46 C. R. C. No. 76.

and requested the reinstatement of the tariffs in effect during the summer season of 1907, with such modifications as would remove errors, inconsistencies, and discriminations, without increasing any rates.

Subsequently, by a communication addressed to the Board, dated January 5th, 1909, the complaint against the Canadian Northern Ontario Railway Company was withdrawn. In their reply, the railway companies admitted that the numerous tariffs, with their burdensome supplements, which were in force prior to May 1st, 1908, contained many incongruities, and that they were inconveniently arranged and were perhaps puzzling to the public.

The railway companies further said, that in the revision and consolidation of the old tariffs into the tariffs now before us, no attempt at a uniform advance of rates was made and that increases, where necessary, were neither unreasonable in number nor burdensome in effect.

At the first hearing of the case, about a year ago, the railways took the position that it was not their intention materially to increase the rates, and that in endeavour-

ing to secure a more perfect alignment of one rate with another under the new tariffs than had existed under the old—they had not on the whole made much, if any, increase in their revenues from the hauling of lumber. The complainants took issue with this statement, and it became incumbent upon the Board to decide whether under the whole tariff the lumbermen had to pay more for moving their lumber during the first twelve months of the new tariff, than they would have paid for the same movements of the same quantity of lumber, had the tariffs which were cancelled on the 1st May, 1908, remained effective for another year. The easiest way of securing evidence to determine this matter was to get statements from the railway companies of the actual lumber movements during a stated time and compute the revenue to the companies for such movements under such tariff, so that they could be compared. An adjournment for this purpose was then made.

The case was again taken up at the traffic sittings on the 21st September last. The statements above referred to were submitted; and it appeared that under the new tariffs the railways had earned about $40,000 per annum more than under the old tariffs, on the same movements of lumber, on all shipments, both domestic and export. Of this $40,000 increase, about $15,000 went to the Grand Trunk Railway Company and about $25,000 to the Canadian Pacific Railway Company. About 25 per cent of the increase was collected on cars of lumber for export.

In the opinion of the Board this $40,000 amounted to a material increase. The Chief Commissioner in his oral judgment at that time used the following language Evidence Vol. 91, page 10682):—

"We are, therefore not able to say that the $15,000 increase in one case, and the $25,000 increase in the other case, is not a matter of importance. On the contrary, we think it is. We think these sums are large. At the same time, we unhesitatingly accept the statement of the gentlemen who prepared these tariffs, that they were not preparing them with the intention of making these increases. I have already said that we think their efforts were well directed, their intentions good; that there was no ulterior motive, and that there was no intention of raising the receipts of the railway companies. But, at the same time, there is the result, and it is to that we must look. We think that the result shows that something was brought about that was not contemplated and intended. If that result can be achieved, if a tariff can be built of the kind indicated, so as to accomplish what the railway traffic men had in view, and at the same time avoid this result of increasing the rates to such an extent, then, as I have said, such a tariff must be prepared and put into effect."

The matter was then referred to Mr. Hardwell to report whether a "tariff could be built up that would be fair between customers and free from the blemishes that the companies had endeavoured to get rid of, and at the same time preserve the revenues of the carriers without unreasonably increasing their earnings.

Up to this point, the question of the justification of the increases which had been made in some of the rates had not been considered by the Board. After the Chief Commissioner's oral judgment, on September 21st, we find the following in the proceedings, volume 91, page 10686:—

"MR. BEATTY: There is a point in the judgment of the Board which might possibly cause us difficulty. At the outset, are we to be permitted to justify the reasonableness of our present rates, both domestic and export. We have never had an opportunity of giving evidence on that. If the result should show that there is an advance of $14,000 in one case and $24,000 in another, can we not show that the rates which produced that result are reasonable.'

'HON. MR. MABEE: I do not understand that that was the original issue. So far as I am concerned, I am quite willing to leave the field open for you to justify these as well as the export rates.'

'MR. BIGGAR: I assume that a great deal would depend on Mr. Hardwell's report.'

'HON. MR. MABEE: I think so. If he cannot find any way of getting through the difficulty, we will have to do something else.'

After giving the matter very careful consideration and spending a great deal of time in investigating the whole situation, Mr. Hardwell in a report dated December 29th, 1909, gave the Board the benefit of his advice; and as a result, the Chief Commissioner in a memorandum dated January 20th, 1910, which was sent out to the parties interested, directed that there be a conference in Mr. Hardwell's office between representatives of the lumbermen and of the railway companies with a view to working out, if possible, certain proposals which Mr. Hardwell had made—the desire being to modify the tariffs so as to bring the revenues of the railway companies under the new tariffs down to approximately what they were under the old tariffs. The conference was held; and Mr. Hardwell, in a report to the Board, dated March 9th, refers to it as follows:

'Conformably to the Chief Commissioner's memorandum of the 20th January, an informal meeting was held in his office on the 15th ult., but it produced no helpful suggestions—Mr. Hawkins still wanted the old tariff; the railway representatives were not favourably impressed with my proposed scales, but thought time might be given them to ascertain their effect on the tonnage moved—a suggestion which, if adopted, would mean indefinite postponement.'

In the view I take of this matter, it is not now necessary to discuss the practicability or the impracticability of any scheme to reduce the revenues of the companies under the new tariffs down to what they were under the old tariffs, and at the same time do justice to all, prevent undue preference or discrimination, and keep out the anomalies which were one of the objectionable features of the old tariffs.

In a letter which the Chairman of the Canadian Freight Association wrote to the Board, after the conference of the 15th February, he said:

'If there be any question of restoring the old tariffs, which, as mentioned in the judgment, it was admitted contained inconsistencies and absurdities (Page 10679 of the evidence); or if any reduction in earning is contemplated under the tariffs previously in effect, the railways ask the privilege of showing that the present rates are not unreasonable, which right was reserved to them at the hearings (pages 10640, 10641 and 10664 of the evidence).'

It was then decided to give the railway companies an opportunity to justify the reasonableness of both the domestic and the export rates; and, for that purpose, the case was set down for April Traffic Sittings of the Board, and all parties were notified accordingly.

As much more time has elapsed between the filing of the complaint and the final disposition of this case than is usual in cases brought before the Board, I have deemed it not inappropriate to give this short history of the proceedings that have taken place, to show that at no time has unreasonable delay been caused by anyone who has had anything to do with this matter.

Before dealing with the efforts of the railway companies to justify the increase in their lumber rates at the traffic sittings of the Board on the 19th of April last, let me point out that there was an admitted necessity for a revision of the tariffs as they existed prior to May 1st, 1908, that the rates in many instances were much lower than the average rates for other commodities for similar distances, and that the total increase of approximately $40,000 per annum on domestic and export shipments over the two roads amounts to but 3.14% of the gross revenues from lumber movements earned by the companies during the first year of the new tariffs.

The railway companies' statements of the lumber traffic for four months show that 12,564 cars of lumber for domestic use moved during that period, or an estimated movement of 37,692 cars for the year. On these cars, the estimated increase for twelve months under the new tariffs was shown to be $30,814.65, or an average of about eighty-two cents per car. As the average weight of this domestic lumber was

39,879 lbs. per car, the average increase would be about one-fifth of a cent per 100 lbs. Taking the Grand Trunk figures alone, the average increase figures out less than one-eighth of a cent per 100 lbs.

The companies, in justification of their new lumber tariffs—(a) compared them with the tariffs of lumber carriers in the United States; (b) compared their rates on lumber with the rates on other building material, and the percentage of freight rate to the value of the one to that of the other; (c) established the very great increase in the value of lumber, and the comparatively small relative increase in the rates thereon during the ten years prior to the effective date of the new tariff; and (d) showed the increase in the cost of the maintenance and operation of railways during the same period of time, and especially that feature of it which is due to the increase in the price of ties and of the different kinds of lumber required in building cars.

I shall not attempt a review of all the evidence submitted; but I may point out a few features which impress me:—

(a) The milways showed over 20 rates on lumber in Kentucky and Tenessee, for distances varying from 28 to 273 miles; and compared them with Canadian lumber rates for similar distances. In no case, did a Canadian rate exceed the American rate; in many instances, the Canadian rates were lower. Of course, the cost of the maintenance and operation of railways and the volume of traffic moved in those States, as compared with similar items in Canada, would have to be gone into before any very reliable conclusion could be drawn from such a comparison: but I presume it is some evidence of the reasonableness of the Canadian rates.

(b) In their statements showing a comparison of values and rates on lumber and other building material, we find the following: The value of a carload containing 20 tons of hemlock lumber at Owen Sound, at $14 per thousand, is $186.60; the cost of hauling it to Toronto is $32, which makes the freight charges 17% of the value of the commodity; the value of a car of 20 tons of coursing stone or of dimension stone at Owen Sound is $100, and the freight charges to Toronto on the coursing is $38, and on the dimension $40—showing the freight to be 28% of the value in the case of the coursing, and 40% in the case of the dimension stone. Similar camparisons of the values of commodities from Penetang to Montreal show that the transportation charges bear the following percentages to the values of 20-ton carloads coursing stone 54%, dimension stone 72%, hemlock 26¾%, spruce 25% and white pine 14%. Cement at Owen Sound is worth $148.60 for 20-ton carload, hemlock $186.60, spruce $200, and white pine $355.60. In each case, the freight charges to Toronto are $32. The percentage of this charge to the value of the commodity is as follows: Cement 21½%, hemlock 17%, spruce 16% and white pine 9%. Similar comparisons of building brick and lime with lumber show practically similar results.

(c) In my opinion, the strongest evidence submitted by the companies in justification of the increased rates on lumber was the very large increase in the value of lumber during the past ten years. The value of the commodity hauled is an element that may properly be considered in rate-making. In general, the greater the value of the article, the greater the rate may be. There are, of course, many other elements to be considered in deciding on the reasonableness of a rate, which may in some cases outweigh the elements of increased value of the commodity.

Under this head, the railways give the following figures, showing the percentage increase in freight rates compared with the percentage increase in wholesale prices of lumber, taking the rate from Midland to Toronto as example:—

Commodities.	Wholesale Prices paid by Railways and Percentage Increases.						Freight Rates per 100 lbs., Midland to Toronto.				Freight Rate Percentage of Prices.			
	Actual prices per M. feet.				Percentage Increase.									
	'99.	'01.	'06.	'10.	1910 over 1906.	1910 over 1899.	'99.	'01.	'06.	'10.	'99.	'01.	'06.	'10.
	$	$	$	$	%	%								
Canada White Pine....	10	15	20	24	20	140	7½	7½	7½	8	20·2	13·5	10·1	9
" Spruce.....	9	12	14	15	7·1	66·6	7½	7½	7½	8	25	18·7	16	16
" Hemlock....	8	10	13	14	7·6	75	7½	7½	7½	8	28·1	22·5	17·3	17·1

A similar comparison is made with the export rate from Penetang to Montreal, as follows :—

Co modities.	Wholesale Prices paid by Railways and Percentage Increases.						Freight Rates per 100 lbs., Penetang to Montreal for Export.				Freight Rate Percentage of Prices.			
	Actual prices per M. feet.				Percentage Increase.									
	'99.	'01.	'06.	'10.	1910 over 1906.	1910 over 1899.	'99.	'01.	'06.	'10.	'99.	'01.	'06.	'10.
	$	$	$	$	%	%								
Canada White Pine....	10	15	20	24	20	140	10	10	10	12½	27	18	13·5	14
" Spruce.....	9	12	14	15	7·1	66 6	10	10	10	12½	33·3	25	21·4	25
" Hemlock.....	8	10	13	14	7·6	75	10	10	10	12½	37·5	30	23	26·8

The companies put in very voluminous statements showing the increase in the cost of maintenance and operation of their lines for the ten years following 1897. They were unable to give the increased carrying capacity of their trains during the same period which the lumbermen's counsel asked for; and the Statistical Branch of the Railways and Canals Department is unable to supply me with the information The carrying capacity of trains must undoubtedly have increased considerably in the last ten years; and the volume of traffic moved by the railway is, of course, enormously greater than ten years ago. Nevertheless, taking the case of the rates on lumber alone, where the increase has been so small, it is fair to attach some importance to the large increase in the cost of maintaining and operating railways. Some of the figures submitted by the railways under this head are as follows:—

	1897.	1907.	1908.	1909.
Cedar ties	$ 30	$ 41	$ 41	$ 42
Oak ties	49	58	60	67
Rails per ton	18 05	30 54	30 54	30 54
Oak car timbers	16 00	26 00	23 00	23 00
Car sheeting	12 00	26 00	22 00	21 00
White pine plank	8 75	24 00	22 00	20 00
Pine car sills	17 00	28 00	21 00	22 00

	1898.	1907.	1908.	1909.
Average cost of box car	$434 75	$ 760 20	$ 860 00	$ 775 00
Average cost of flat car	315 00	586 18		
Average cost of caboose	469 00	1,375 00	1,410 66	1,293 09

As a sample of the increase of wages in the car shops' the Grand Trunk Railway give the following figures at its Point St. Charles shop and Eastern Division outstations:—

Average rate per hour:—	1900.	1907.	1908.	1909.
Blacksmiths	19 c.	22·6c.	22·6c.	22·7c.
Carpenters	16·7	19·2	19·9	19·9
Machinemen	14	15·7	15·7	16
Cleaners	12	14	14·9	15
Labourers	13	14·4	14·6	15

The wages of the men operating the trains have increased, as the following figures from one of the roads will show:—

Trainmen:	1898.	1903.	1909.
Average daily wage	$1 81	$2 28	$2 53
Station and yard employees	1 28	1 42	1 63

The Grand Trunk put in a statement showing the increase in the rates of pay in its motive power department for all its lines in Canada, which shows.—

	1900.	1907.	1909.
Percentage of increase in wages paid enginemen over rate of wages paid in 1896	6·6%	18·9%	29·6%
Other employees	4·3%	29·5%	36·7%

The average price of coal paid by the Grand Trunk at all points was as follows:—

—		Percentage over the 1896 price.
1896	$1 75	
1901	2 06	18%
1905	2 14	22%
1907	2 19	25%
1908	2 22	27%
1909	2 19	25%

The lumber men were not prepared to discuss the figures submitted by the companies, as they did not know beforehand what evidence would be submitted. I, however, believe the statements put in by the companies to be true in fact; and, therefore, even if the lumbermen had had previous notice of the character of the evidence to be submitted, I do not think it would have made any material difference.

Very elaborate and carefully prepared statements were submitted by the lumbermen to show that the lumber rate per ton per mile between many points greatly exceeded the average rate per ton per mile on the total of freight movements in

Canada. Taking the general average rate per ton per mile as a basis of comparison, we find that there are a number of individual rates in the new tariffs which appear, without explanation, to be excessive; but, as I understand it, this inquiry is into the reasonableness of the new tariffs as a whole and not into the reasonableness or unreasonableness of each individual rate taken separately.

Speaking generally then of the new tariffs as a whole, I am of the opinion that the railway companies have succeeded in justifying the increases they show in rates on lumber for domestic use; and that, in so far as the domestic rates are concerned, the tariffs should remain effective and the application be dismissed.

Unjust discrimination or undue or unreasonable preferences may exist in these new tariffs; and the decision in this matter will not preclude anyone, who thinks himself aggrieved, from laying a complaint against any individual rate in the tariffs, which complaint will be carefully considered by the Board. The attack in this case was made on the tariffs as a whole; and, in my opinion, that attack in so far as it relates to the domestic rates, has failed. At the sittings in September last, I asked Mr. Orde if he contended that the present tariff discriminated in favour of some points as against others; and I quote his reply (Evidence , Vol. 91, page 10678) as follows:—

"We have not gone into that. I do not think the question of discrimination has ever been considered. It is very hard in my judgment to tell what discriminataion really means, because it is apparent to one who is not very familiar with these tariffs, that all these tariffs cannot be squared to any mileage basis. They only approximate towards a mileage basis; local conditions and competitive conditions and one thing or another bring about lower rates between certain points, and it is hard to say whether it is discrimination or not. I am not pretending that the present tariff is discriminatory in any respect or that the old tariff was, in the sense in which the word discrimination is used. There may have been certain individual cases of discrimination which came to the surface at the time; I suppose that is what brought about the larger number of supplementaries."

The justification of the domestic rates carries with it, to some extent, the justification of an increase in the rates for export, but it does not justify a greater percentage of increase of the new export rates over the old than has been made in the domestic rates from the same points, nor does it justify the action of the companies in abolishing the differences which existed between the domestic rates to Montreal and the export rates to that point. One reason for doing away with the lower rate to Montreal for export given by the railway companies, is the fact that they must now pay the Harbour Commissioners a rate of $2.50 per car for switching, which they had not to pay when they performed that service themselves. This is quite true; but that service must have cost them something. I do not think they told us what it cost them; but it is not unfair to assume that it must have been somewhat near the amount charged for the servicec by the Harbour Commissioners. The statements put in in September show an average increase in the rates per car for export on the Grand Trunk of $3.98, and on the Canadian Pacific Railway of $2.86, in my opinion this has not been justified. It is a much greater increase than in the case of the domestic rates. Furthermore, the fact that the companies maintained for many years export rates to Montreal which were considerably lower than the domestic rates to that port, creates a presumption that such a condition was reasonable, which has not been rebutted by the companies.

Export rates lower than domestic rates are maintnained to other Atlantic ports and I see no reason why Montreal should not receive a similar advantage.

In my opinion, the Companies should re-establish export rates to Montreal which will, on the whole, be lower than the domestic rates; and I think they should be ordered to file tariffs for that purpose within a reasonable time.

MR. COMMISSIONER MILLS Concurred.

By Order of the Board No. 10528, dated April 19th, 1910, the application, in so far as it affected the rates in the said tariffs on lumber for domestic use, was dismissed, and the respondent railway companies were directed to publish and file tariffs to be made effective not later than June 15th, 1910, showing 'rates on lumber to Montreal 'for export which in general shall be lower than the rates on lumber to Montreal 'which appeared in the above mentioned tariffs.'

Complaint was made to the Board that the companies had failed to comply with the requirements of the said Order No. 10528.

Judgment: Assistant Chief Commissioner Scott, dated October 5th, 1910.

"Order No. 10528, dated 19th April last. (see 10 Can. Ry. Cas. 306) required the railway companies to file tariffs to be made effective on the 15th June last, showing rates on lumber to Montreal for export "which in general shall be lower than the rates on lumber to Montreal" which appear in certain tariffs mentioned in the order. The railway companies filed export tariffs which are now attacked by the lumber interests, on the ground that they do not comply with the order above mentioned. The railway companies submit that the tariffs referred to do comply with the order; and after the hearing of all the parties interested at considerable length, at our Traffic Sittings on the 20th September last, it is now the duty of the Board to say whether the tariffs filed by the railway companies do comply with the requirements of the order.

The difficulty has arisen in the different interpretation put upon the words "in general" by the different parties interested. I put these words in the order intentionally, because I felt that the Board while requiring the railway companies to have a lower export rate than a domestic rate, on lumber, could not fairly require the railways to have the export rate so many points lower than the domestic rate in every case, notwithstanding the fact that the old domestic and export rates in certain individual cases may, or may not, have been reasonable.

It appeared at the hearing that the export rates now in dispute between the parties were those from the Ottawa district and from certain points in the Province of Quebec. The old domestic rate was proportionately lower than some of the other rates in the province; the explanation being that it was made so on account of water competition. Generally speaking, the old export rate from the Ottawa territory was one cent lower than the old domestic rate. Under the new tariff this difference has been abolished, and the export rate and domestic rate in the Ottawa district are made the same, except in the case of Cache Bay and Lachute, where the export rate is one cent and one-half cent respectively, lower than the domestic rate. In my opinion the rates from the Ottawa district are low in comparison with other rates, and therefore I do not think it reasonable while the domestic rate is maintained as it is to require the railway companies to have a still lower rate for export.

This does not, however, apply to the points in the Province of Quebec which are not controlled by the Ottawa River water competition. The explanation of the railway companies for not giving a lower export rate in these cases is that they are controlled by the market conditions in Montreal which are regulated by the shipments from the Ottawa territory. I am not, however, satisfied that that is a sufficient reason to permit the railway companies to depart from the general intention of the order. I therefore think, that while the Ottawa territory export rates should not be disturbed, the export rates from the points in the Province of Quebec, north and east of Montreal, which are not affected by the water competition of the Ottawa River, should be reduced so that the same difference may exist between the present domestic rates and the rates for export as existed between the old domestic and the export rates.

MR. COMMISSIONER MILLS Concurred.

By Order No. 12301, dated September 20th, 1910, the respondent companies were directed to publish and file tariffs to be made effective not later than January first, 1911, reducing the export rates to Montreal on lumber from points in the Province of

Quebec north and east of the City of Montreal, so that the same difference shall exist between the present domestic rates on lumber to Montreal and the said rates for export as existed between the old domestic rates and the old rates for export.

MONTREAL BOARD OF TRADE V. GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

This was an application for an Order directing the respondent companies to equalize their tolls on shipments of grain from Lake Huron and Georgian Bay elevators to interior points in Ontario and Quebec, with those charged from Montreal to the same points.

Judgment, Mr. Commissioner Mills, May 18th, 1910.

"In this case, the Montreal Board of Trade, under section 323 of the Railway Act, has applied for an Order directing the C.P.R. and G.T.R. Companies to publish tariffs covering rates on wheat, oats and barley, in carloads, "ex-water", from Montreal to points in the provinces of Ontario and Quebec, on the same mileage basis as is in force on wheat, oats and barley, carloads, "ex-lake", from Goderich Bay elevator ports—Owen Sound, Midland, Tiffin etc.—to points in the Province of Ontario.

The tariffs now in force on wheat oats, barley, etc. ex-lake" (from Lake Erie, Lake Huron, and Georgian Bay elevators) are:

Grand Trunk Railway System O.K. 58, C.R.C. No. E. 1087.

Canadian Pacific Railway No. E. 836, C.R.C. No. E. 1255, and No. E. 748, C.R.C. No. E. 1167.

At present there are two mileage tariffs on wheat, oats, barley, etc. in the Province of Ontario—one for the domestic grain traffic and the other on wheat, oats,, barley, etc., ex-lake, that is, shipped from Lake Erie, Lake Huron and Georgian Bay elevators, the latter being on a lower basis than the former for distances over 50 miles. There is nothing lower than the domestic rates on "ex-water" grain shipped from Montreal. On such grain, that is grain which is carried to Montreal by boat, the shipper has to pay the domestic, or local, rates to points in Ontario and Quebec; and the applicant Board of Trade asks that the mileage rates on wheat, oats, and barley "ex-water" at Montreal, be made the same for all distances from the boat or elevator at Montrel to points in Ontario and Quebec as from the boat or elevator at Port Colborne, Goderich, or any of the Georgian Bay ports to points in Ontario.

The respondent railway "companies carry wheat, oats, and barley; ex-lake", from their elevators on Lake Huron and the Georgian Bay to Montreal and points west thereof under special tariffs. The rates published in the Grand Trunk's mileage tariff are shown in column 'A' in the sub-joined table. It will be observed that the scaling stops at 325 miles, beyond which the maximum rate is 10 cents per 100 lbs. These tariffs are not described as 'competitive' or 'proportional' tariffs; and the rates in these tariffs are the rates which the applicant Board of Trade desires on western grain 'ex-water,' when shipped from Montreal to points in Ontario and Quebec.—Chief Traffic Officer.

"Column 'B' of the sub-joined tables gives the local, unconditional mileage rates on grain grown in Ontario and Quebec and shipped under ordinary conditions; and these are the rates charged by the companies on grain received from vessels in the port of Montreal and shipped from Montreal to points in Ontario and Quebec."—Chief Traffic Officer.

The contention of the companies is two-fold—

(1) That the grain route from the West via Lake Huron and Georgian Bay ports "is an established through route, recognized by the carriers both by rail and water, and has been so used by the grain trade ever since the movement of grain from Manitoba commenced." This is no doubt true; but the failure to recognize

the route through the port of Kingston was the subject of a former complaint, and the crux in the present application is the failure to recognize the route through the port of Montreal: and the latter is undoubtedly a matter of some importance, in view of the fact that during the 1909 season of navigation over 3½ million bushels of oats from the Western Provinces were shipped to and delivered at the port of Montreal.

(2) That the 10-cent rate to Montreal (Column "A") is a competitive rate made for the purpose of competing with the all-water route to that port, and that by making this the maximum rate to intermediate points and scaling it back until it meets the local Ontario rates (column "B"), the companies give inland points to benefit (more or less) of the water competition back to all points over 50 miles distant from the lake port, although the actual competition is only at Montreal.—Chief Traffic Officer.

If this statement did not admit of limitation or qualification, it would be a strong argument in support of the position taken by the companies; but, as the Chief Traffic Officer of the Board points out, it must be borne in mind that the present "ex-lake" scale was in force years before the present scale on local grain went into force; and, therefore, the present local rate could not have been a factor in the making of the "ex-lake" rate,—the "ex-lake" rate (column "A") was made when the old local mileage rate (column "C") was in force; and the former was lower than the latter throughout the whole distance of 500 miles.

"The companies have a third mileage tariff (column 'D') which applies on grain for milling purposes—a tariff that has been in force for many years; and a glance thereat will show that it is identical—with the ex-lake column 'A' for all distances up to 325 miles, beyond which the ex-lake 10-cent rate has been made the competitive maximum as explained. It is fairly evident, therefore, that it was this "milling' scale that was first applied to ex-lake grain: and if this is so, the argument as to a competitive basis (except as to the 10-cent maximum) seems to fail. In support of this view, the tariffs show that some years ago no separate ex-lake tariff was published, the ex-lake rates having been the same as the "milling" rates—in fact the same tariff covered both, and this was the case before the old column "C" local rates were published—showing, again, that the latter cannot have had any part in the framing of the ex-lake tariff. Confirmation of this is added by the ex-lake tariff of the Canadian Pacific, which, instead, of casting the rates in mileage form as in the Grand Trunk tariff, shows specific rates,—except to points in Western Ontario, for rates to which the company refers its agents to the 'milling' tariff."—The Chief Traffic Officer.

"The maximum one-company haul from Montreal to points in the Province of Quebec is only 182 miles (Megantic); and as the Georgian Bay tariff is not in any sense competitive until it reaches a distance of 325 miles, it follows that if the Georgian Bay tariff is applied from Montreal, the portion which may be regarded as competitive will not be called into play, and no unfairness to the companies will result."—The Chief Traffic Officer.

Hence, in the language of the Chief Traffic Officer, I submit that "the only logical and practicable solution" of the problem "is to make the Georgian Bay mileage tariff a general one ex-lake grain, to be applied from Kingston, Montreal, and other additional ports (if any) at which western grain is or can be transferred from vessel to rail, and leave the different ports to compete on their merits."

It is stated that the Grand Trunk ex-lake tariff governs on western grain "for milling-in-transit and reshipment," and that the grain referred to by the applicant Board is not milled in transit; but the C. P. R. tariff has no such limitation and, as the Grand Trunk makes an extra charge of 2 cents per 100 lbs. for the milling-in-transit privilege, its limitation may be disregarded. The earlier tariffs, as already stated, applied the Ontario "milling" rates on ex-lake grain, and the ex-lake rates were not confined to grain which was to be milled in transit.

Therefore, my opinion is that an order should go in accordance with the suggestions of the Chief Traffic Officer, as follows:

1. The rates of the Grand Trunk and Canadian Pacific Railway Companies on ex-lake western grain carried from lake or river ports to points on the lines of the said companies in the Provinces of Ontario and Quebec, shall be the same for equivalent distances from all lake and river ports at which facilities exist for the transhipment of the said grain from vessels to cars between Depot Harbour and Montreal, inclusive; and shall include the cost of like services at all such ports of transhipment and at all points of destination, whenever the said cost is included in the rate or rates at one or more port or ports of transhipment, or at one or more point or points of destination; and to points off the lines of the said companies to which joint rates are made by the addition of "arbitraries," the said arbitraries shall be the same on shipments from all the said ports of transhipment.

2. On such grain transhipped at ports west of Montreal, destined to points west of Montreal and to which through rates are based on arbitraries, the western portion of the said rates shall be based on St. Henri mileage in the case of the Grand Trunk, and on Outremont mileage in the case of the Canadian Pacific.

3. The Grand Trunk and Canadian Pacific Railway Companies shall give effect to sections 1 and 2 of this order by publishing and filing special tariffs to take effect not later than June 13th, 1910.

The table referred to herein is as follows:—

	A Ex-Lake.	B Pres. Local.	C Old Local.	D Milling-in Transit.
Not over 5 miles	2½	2½	3	2½
" 10 "	2½	2½	3½	2½
" 15 "	3	3	4	3
" 20 "	3	3	4½	3
" 30 "	4	4	5	4
" 40 "	4	4	6	4
" 50 "	4	4	7	4
" 60 "	4½	5	7½	4½
" 70 "	4½	5	8	4½
" 75 "	4½	5		4½
" 100 "	5	6		5
" 125 "	5½	7		5½
" 150 "	6	8		6
" 175 "	6½	9		6½
" 200 "	7	9	14	7
" 225 "	7½	10		7½
" 250 "	8	10		8
" 275 "	8½	11		8½
" 300 "	9	11	17½	9
" 325 "	10	12	18	10
" 350 "	10	12	19	11
" 375 "	10	13	19½	12
" 400 "	10	13	20	13
" 450 "	10	14	21	14
" 500 "	10	15	23	15

A.—Wheat, oats, and barley, "ex-lake", to Montreal and points west, which applicants want from Montreal, "ex-water."

B.—Local unconditional rates on grain and grain products in Ontario and Quebec,—also applied from Montreal, "ex-water."

C.—Local unconditional rates on grain in Ontario and Quebec prior to May 10, 1905.

D.—Ontario and Quebec local grain "for milling" and reshipment of products.

Chief Commissioner Mabee and Mr. Commissioner McLean concurred.

SESSIONAL PAPER No. 20c

Galbraith Coal Company v Canadian Pacific Railway Company.

The complaint was that the tolls charged by the respondent company on coal both east and westbound from Lundbreck unjustly discriminated against and in favour of Lethbridge.

Judgment, Mr. Commissioner McLean, June 13, 1910.

"The Galbraith Coal Co. of Spokane, Washington, has colleries at Lundbreck, Alberta. It is complained that the coal rates both east and westbound from Lundbreck discriminate against it and in favour of Lethbridge, Alberta, which is seventy-four miles east of Lundbreck.

The phase of the complaint concerned with the eastbound situation may first be considered. This phase of the complaint arises out of the Canadian Pacific Railway's Special Coal and Coke Tariff, C.R.C., No. W. 1296, of October 4th, 1909, which superceded Tariff C.R.C., No. W. 713. The latter tariff was admittedly built up on a series of more or less arbitrary compromises. The railway had in the first place to take care of coal movements out from Lethbridge. Then as coal mining and shipping points developed, these were taken care of by treating Lethbridge as a basing point and giving these new shipping points arbitraries over or under the Lethbridge rate according to their location. As a result of the complexities arising out of this situation and the complaints both of shippers and consumers, the railway put in the new tariff some phases of which are attacked. In framing this new tariff the railway took the Alberta standard tariff and a special tariff basis based on the mileage rate on 10th class, the class in which coal is contained, was worked out as follows:—

100	miles	and	less	66	per cent	of 10th class.
200	"	"		64	"	" "
300	"	"		63	"	" "
400	"	"		62	"	" "
500	"	"		61	"	" "
600	"	"		60	"	" "
700	"	"		59	"	" "
800	"	"		53	"	" "
1,000	"	"		51	"	" "

It will be seen that the rates are tapered on the long hauls, thus giving a ton mile rate inversely proportional to distance.

This mileage tariff, is however, modified by the introduction of a grouping comprising six groups. The groups with which the particular complaint before the Board is concerned are the Lethbridge group and the Coleman group. The essential facts concerning these may be summarized as follows:—

Lethbridge group (Grassy Lake to Lethbridge, fifty miles, inclusive).

Eastern point, Grassy Lake, western point, Lethbridge.

Number of points in group, 6.

Lethbridge is 74 miles east of Lundbreck.

Coleman group (Lundbreck to Coleman, 19 miles, inclusive, east of the divide i.e., where mountain mileage begins).

Eastern point, Lundbreck, western point, Coleman.

Number of points in group, 8.

Mr. Lanigan stated in evidence that it was found that when the rates were worked out on the basis of the percentage mileage scale: "It made too radical a difference to a great many consuming points, as between miles located in what was practically the same group of mines. You will notice, therefore, that it was necessary to divide the mines up into groups, mines shipping practically the same character of products in the same direction. The grouping was based on first the proximity of

these mines to each other, and secondly, such physical difficulties in the way of mileage, gradients or anything of that kind that existed." (Evidence, Vol. 96, p. 14281.)

Apparently this recognition of common conditions would have been carried to its logical conclusion if there had been adopted a thorough going system of group rating under which the mines in a given group situated in a condition of substantial similarity in regard to quality of coal, costs of mining, transportation, points of consumption, and market competition would have been covered by a group rate. It was in the discretion of the railway to make such an arrangement, subject to such challenge as might be directed against it. This matter need not, however, engage further attention as the facts are not before the Board to show that this would have been fair to the railway in respect of groups of such dimensions and under the existing traffic conditions.

The grouping principle here applied is in reality limited to movements exceeding 100 miles. In the case of such movements the most easterly point of the group was taken as a basing point in the case of the eastbound movement. On westbound movements to points in Alberta and British Columbia the most westerly point in the group was taken as a basing point. Shipments to points less than 100 miles from the basing points pay mileage.

To points 100 miles and over from basing points the mileage rates as indicated above are modified by a system of differences which is set out in the next paragraph.

The differences were worked out according to a complicated method which is set out in the tariffs and with the complexities of which we are not concerned. The differences are as follows:—

10	miles	over	basing	point,	same	rate as basing point.
20	"	"	"	10c,	per net ton	over basing point.
30	"	"	"	25c.	"	" "
40	"	"	"	25c.	"	" "
50	"	"	"	25c.	"	" "
60	"	"	"	25c.	"	" "

In the case of the Lethbridge group, the only one before us embracing a distance so great as 50 miles, this system works out as follows: Grassy Lake is the most easterly point in the group. On eastbound movements of coal it pays a rate based on mileage. Lethbridge, the most westerly point in the group has its rate held down by the 25c. difference, so that on eastbound coal instead of paying mileage it has, subject to what has been said above, a maximum of Grassy Lake mileage plus 25c.

While Mr. Laidlaw, who appeared for the Galbraith Coal Company, stated the hitherto existing differential of from 10 to 15 cents per ton enjoyed by Lethbridge had been increased to from 40 to 50 cents per ton, the essence of his complaint was not an attack on the reasonableness of the rate per se, but a complaint of relative rates.

Points west of Lundbreck in the Coleman group have their rates down by their basing point. Burmiss and Passeburg are respectively seven and nine miles west of Lundbreck and they therefore take the Lundbreck rate. On the other hand the remaining five points in the group fall within a distance of from 12 to 19 miles west of the basing point, and consequently take as a maximum the Lundbreck mileage rate plus 10 cents per ton. Lundbreck is seventy-four miles west of Lethbridge. It therefore has to meet the disadvantage of its geographical situation.

It does not appear in evidence what quality of coal is produced at the points in the Coleman group, other than Lundbreck. It is stated that so far as the mines west of Lethbridge are concerned the only real competition is between Lundbreck and Lethbridge.

".....the Galbraith mine is not a large mine; our capacity is between 200 and 300 tons a day under favourable conditions. The Lethbridge coal is of a superior quality, lower in ash and the Galbraith coal is the only domestic coal mine west of Lethbridge; the others are bituminous or steam coal, and we are handicapped by having a higher percentage of ash....." (Evidence of Mr. Laidlaw, vol. 96, p. 14271.)

In arranging the tariff, while the railway had to recognize that the Lundbreck coal and the Lethbridge coal competed in common markets, it does not follow that the rate should be so adjusted as to off-set the natural disadvantage in point of quality which characterizes the Lundbreck coal. That is something for which the railway is in no way responsible and which must be taken care of by the coal company itself.

The percentage scale on which the tariff is worked out is not attacked as unreasonable, nor is there anything before us to show that it is unreasonable. It has not been suggested that the modified grouping system made use of is unreasonable. It is true that prior to the putting in of tariff C. R. C. No. W. 713, the Lundbreck rates eastbound were lower. It is, however, abundantly evident that these rates were part of a system which could hardly be dignified as having even a rule of thumb basis. It is further apparent that the company has made a careful attempt in its new tariff to take care of the various conditions arising. After due consideration of the various phases of the matter, there is no conclusion other than that the allegation of discrimination is disproved. While the allegation of discrimination fails, there are various matters which require either explanation or correction.

The setting forth of some of the apparent anomalies in the tariff will be of value. Lethbridge would pay on mileage $3.65 to Broadview, while Lundbreck would pay on mileage $3.95 to the same point. The Grassy Lake mileage, however, holds down the Lethbridge rate to $3.55. By some departure from the basis, the reason for which is not before us, Lundbreck in fact pays according to tariff $4.10.

It developed in the hearing that in some cases the break in the rate from one mileage to another worked a hardship. Mr. Laidlaw complained in a statement filed, that while the rate from Lundbreck to Macleod, a distance of forty-one miles, was $1.05, from Lethbridge to Macleod a distance of 37 miles it was 90 cents. There is some dispute about the mileage. Mr. Lanigan claimed that the latter distance was 39 miles and the rate 97 cents. Regardless of this dispute about mileages, it is admitted by Mr. Lanigan that such a considerable difference in rate on such a slight mileage difference is an anomaly. This is due to a too rigid adherence to mileage, arising from the fact that on the 10th class the break from the 7c. to 8c. per 100 pounds comes at 40 miles. Mr. Lanigan's position in this matter is made clear from the evidence:—

"Mr. Lanigan....I admit that on my attention being called to it, and considering the insignificent distance there was between the two, and this apart from the breaking of the different sets of mileage, I admit that I would have made the same rate to Macleod from both places."

Mr. Commissioner McLean—"Would it not be better to make the rate break at the last in the group, rather than make it break midway; that seems to be the more satisfactory way?"

Mr. Lanigan—"We would not have thought of it for a minute, but in preparing rates to 548 stations, it is very easy for a tariff man to make a slip of that kind at some point where the mileages break into a different group." (Evidence, Vol. 96, p. 14277).

This grievance was brought to Mr. Lanigan's attention for the first time when the application was made. The Board has not before it any evidence that any other such conditions exist, although it is admitted that they may. Where complaints

arise it stands to reason that in common fairness they should first be brought to the attention of the railway and not precipitated on the Board without a preliminary attempt having been made by the parties to settle the matter.

It was admitted by Mr. Lanigan that there might be clerical errors in the working out of the rates. The tariff has been in force only a comparatively short time. In this tariff there are some 38 shipping points and 548 destinations involved. It is not the work of the Board to check through tariffs to see that they are in every case according to the basis laid down. It is the obligation of the railway to adhere to the basis or justify departures therefrom. For the Board's information some checking has been done which justifies Mr. Lanigan's admissions as to the possibility of clerical errors. For example, the Chief Traffic Officer shows the following:—

Lethbridge to Medicine Hat is $1.60, should be $1.80.

Lethbridge to Outlook is $3.45, should be $3.55.

Lundbreck to Broadview is $4.10, should be $3.95.

It may readily be that similar discrepancies will be found when other points are checked. Grassy Lake does not appear to be on its proper mileage in all cases For example, Griswold, a distance of 548 miles should by basis be $3.85; the tariff is $3.95.

The railway should within three months from the issuance of this judgment thoroughly check its tariff and either explain or justify to the Board any departures from the basis of rates it has established. Anomalies arising from a too rigid adherence to mileage, thereby causing a sudden break in the rate where, as in the case of shipments from Lundbreck and Lethbridge to a common destination, the distances in mileages as between shipping points is slight should also be corrected within three months from the issuance of this judgment. Copies of this judgment will go to the different mining companies in the groups covered by the tariff. If the parties interested under this tariff have any grievances arising from departures from the tariff basis or from a too rigid adherence to mileage as indicated above, they should bring their complaints before the railway. In view of Mr. Lanigan's representation as to the tariff and his undertaking as to its correction, no order in this phase of the matter need at present issue.

When the complaint regarding rates westbound was presented, Mr. Lanigan stated that since this tariff had been put in before he was connected with the Western section of the railroad he was unable to state the basis. A subsequent communication of his to the Board showed that the westbound rates had been built up on Fernie as the eastbound rates had been built up on Lethbridge. The original tariff effective November 9th, 1898, was published from Fernie on the following general basis:—

Up to	25	miles	3c.	per	ton	per	mile.
25 miles	to 50	"	2½c.	"	"	"	
50 "	75	"	2c.	"	"	"	
75 "	100	"	1⅞c.	"	"	"	
100 "	150	"	1½c.	"	"	"	
150 "	200	"	1¼c.	"	"	"	
200 "	225	"	1c.	"	"	"	"

From time to time other mining points were added and these were put on the Fernie basis plus maximum differences per ton.

It appears that in this territory the rate from Lethbridge to Cranbrook, a distance of 200 miles, is $2.30; while from Lundbreck to the same destination, a distance less by 74 miles the rate is $2.25, a difference which does not adequately recognize the geographical situation of Lundbreck. It has further to be noted that the entire territory west of Cranbrook, some 570 miles, is blanketed at equal rates for the two shipping points above mentioned Such differences in treatment as between the east-

bound and westbound movements are not defensible. The railway should, within three months from the issuance of the Order making this judgment effective, revise and re-issue its special tariff rates on coal and coke from the shipping points on its Lethbridge, Crow's Nest and Cranbrook sections, to points west thereof, so as to place the said rates on a reasonable basis relatively to the special tariff rates on coal and coke at present in force, or as they may be reduced, from Lethbridge.

Assistant Chief Commissioner Scott concurred.

Conrad v. White Pass & Yukon Railway Company.

The complaint was against the respondent for charging excessive tolls.

Judgment, Chief Commissioner Mabee, September 12, 1910.

The applicant through his solicitor filed a formal complaint as follows:—

"Toronto, June 13th, 1910.

"A. D. Cartwright, Esq.,
"Secretary, Railway Commission,
"Ottawa, Ont.

"*Re* White Pass & Yukon Railway and Conrad Mines.

"Dear Sir,—At the request of Colonel Conrad and his associates we desire to bring before the notice of the Railway Commissioners the excessive rates which are being charged on ores shipped from Carcross to Skagway, and on mining machinery and camp supplies shipped from Skagway to Carcross, a distance of about sixty miles. The rates which are being exacted at present are so excessive that unless relief is obtained it will be necessary to close down the mines. There is on file in the department a letter from Mr. Graves, president of the railway company, to Colonel J. H. Conrad, in which the rates proposed to be charged by the company are stated; but these rates are excessive, and the rates at present charged are greatly in excess even of the rates mentioned in the letter referred to although the haul contemplated by the letter was from Skagway to White Horse, which is almost double the distance from Skagway to Carcross.

"There is a very large tonnage of ore now in sight available for shipment, and evidence that a very large tonnage will continuously be supplied, and nothing but the existing prohibitive freight rates prevent the mines being worked upon a very large scale, and we would ask that the Board make an order fixing the rate for ore shipped from Carcross, or a point on railway adjacent to the mines to a point on the railway at Skagway, from which ore will be loaded in ocean vessels, and also for all mining machinery and supplies, including coal, coke, powder, dynamite, etc., shipped from Skagway to Carcross, or adjacent point on the railway nearest the mines.

"Believing that the rates mentioned in Mr. Graves' letter filed at the hearing, are much in excess of other rates upon railways of like conditions, we would ask that the rates be lowered to a reasonable charge and that we then be given the lower rate proportionate to the mileage haul.

"As all the evidence bearing upon the question is before the Commission, we trust that they will be able to deal with the matter at an early date, as our clients are suffering greatly from the excessive rates exacted by the railway.

"(Sgd.) Beatty, Blackstock, Fasken & Chadwick."

Prior to the filing of this complaint with the Board, and on June 1st, 1909, the applicant at a sitting held in Toronto, appeared and produced a letter signed by the president of the White Pass & Yukon Route in the following terms:—

" Dear Sir,—As soon as you have, during the summer of 1904, developed to our satisfaction based on the examination of competent mining men a sufficient ore body of commercial value on the "Arctic Chief" group of claims near White Horse and have made an agreement to push further development continuously and to erect during the summer of 1905 a smelter of sufficient capacity to treat such ore, we will put in a spur track to the " Arctic Chief " group of mines and make rates as follows:—

On coal and coke from Skagway to the said mine or smelter, per ton	$2 50
On ore, matte, or concentrates, from the said mine or or smelter to Skagway, per ton	2 00

Such rates to be good until the smelter ceases to be continuously operated from causes other than general strike or breakdown, or other cause beyond control. At the expiration of three years from the completion of the spur track the above rates to be open to revision.

"Construction and mine material, not exceeding 500 tons, haulage charge, Skagway to the mine, $2.50 per ton."

When the complaint was made at the Toronto sittings, the question of the jurisdiction of the Board over the White Pass & Yukon route had not been determined, indeed it had not been argued, so the consideration of this complaint stood in abeyance until that matter could be disposed of. By a judgment given on the 14th day of June, 1909, for the reasons then appearing, it was held that the respondent was subject to the jurisdiction of the Board. Prior to that judgment tariffs had not been filed, by the order made the respondents, the British Yukon Railway Company, the British Columbia Yukon Railway Company, the British & Arctic Railway & Navigation Company, and the White Pass & Yukon Railway Company, were required, pursuant to the Railway Act, to file (1) tariff of the companies' tolls covering all through traffic received at Skagway and destined to White Horse or to any intermediate point or points between the international boundary line between Alaska and British Columbia, upon the line of railway and White Horse, (2) covering all through traffic received at any point or points upon the railway line between White Horse and the said international boundary and destined to Skagway." Tariffs were filed in accordance with the above direction, effective October 15th, 1909; these provided for the rates upon ore and concentrates, bulked or sacked, value not exceeding $50 per ton, minimum 20,000 lbs. per car, from Caribou to Skagway, $3.50 per ton, Robinson to Skagway, $3.65, and from White Horse, $3.75.

At the time the matter came up in Toronto the applicant had served no formal complaint upon the respondents, so it was impossible to deal finally with the case; since the question of jurisdiction was disposed of the formal complaint was filed and the railway companies have had the opportunity of fully presenting their views, and of cross-examinig the applicant.

At the hearing in Vancouver on September 7th, 1910, it appeared that the following contract had been entered into by the parties appearing thereto:—

"Memorandum of Agreement made this 21st day of March, 1910, between the Pacific & Arctic Railway & Navigation Company, of the first part; the British Yukon Railway Company, of the second part, and the Atlas Mining Company, of the third part.

"Whereas it was agreed between the parties of the second and third parts and R. K. Neil and W. D. Greenough, that in consideration of their proceeding to organize the said Atlas Mining Company, and to enter into a contract on its behalf for the purchase of the Publo Mine in the White Horse District Y.T., and further consideration that the said mining company should without delay proceed to put the said mine upon a shipping basis said British Yukon Railway Company should, on its part,

extend its railway to the said mine and said parties of the first and second parts should enter into a contract for the carriage of the ore from the said mine to Skagway, Alaska, and for the loading of the same into ships, upon the terms and conditions following:—

"And whereas it was further agreed that the said mining company should arrange for the control and development of such other mining properties in the said district as seemed to it desirable, and should have the right to ship ores from any of such other properties upon the said terms and conditions.

"And whereas in pursuance of the said arrangement the said R. K. Neil and W. D. Greenough have organized said Atlas Mining Company, and entered into a contract for the purchase of the said Publo mine on its behalf, and the said mining company has arranged to put the said mine upon a shipping basis and the British Yukon railway has arranged to extend its railway to the said mine.

"Now, therefore, in consideration of the premises and the agreements aforesaid, and of the mutual covenants and agreements herein expressed—

"This agreement witnesseth:—

"1. This agreement shall continue for the term of five (5) years from the date hereof.

"2. Subject to clauses six (6), seven (7) and eight (8), the said mining company agrees to ship, and the railway companies agree to carry to Skagway from the mines in the White Horse district controlled by the said mining company, a daily minimum ore tonnage as follows, viz.:—

"During 1910, two hundred (200) tons from the time the track reaches the said Publo mine.

"During 1911, three hundred (300) tons.

"During 1912, and thereafter five hundred (500) tons.

"The said mining company shall have the right to make additional daily shipments provided it shall not call upon the said railway companies without their consent to carry on any day more than fifty per cent (50 per cent) in excess of the daily minimum in effect for the time being.

"3. The said Pacific and Arctic Railway and Navigation Company agree to place the said ore in its ore bunkers at Skagway and from the said bunkers to load the ore, free of charge, into ship. And, inasmuch as the said mining company has expressed doubts as to the capacity of the said bunkers to handle the ore under this contract in case other ore shippers should commence shipping ore, and fail to provide ships to keep the bunkers promptly cleared, therefore, in order to remove such doubts, the party of the first part further agrees that if the capacity of its said bunkers shall prove insufficient, for any reason, to give quick dispatch to the ore of the said mining company moving under this contract then, upon written demand of the said mining company, the party of the first part will allow the said mining company to enter upon and operate the said bunkers themselves so as to secure quick despatch for its ore, the cost of such operation to be repaid to the said mining company by the party of the first part upon duly vouched monthly statements, and the said mining company to be responsible to the party of the first part for any damage to the said bunkers and the wharf and loading plant used in connection with the same by reason of improper operation or management by the said mining company.

"4. The rate payable by the said mining company to the parties of the first and second parts for the rail carriage to Skagway and the loading there on ships of the ore as aforesaid, shall be two dollars and fifty cents ($2.50) per ton of two thousand (2,000) pounds. Payment, unless otherwise agreed, shall be by draft on the said mining company for each cargo shipped from Skagway based on the railway companies' weights and subsequent adjustment shall be made on basis of

weights returned by the smelters, subject to allowance for moisture accruing in transit between the mine and smelter.

'The parties of the first and second parts agree to arrange, free of charge, on behalf of the said mining company and subject to its approval for the ocean carriage of the ore from Skagway bunkers to the smelter or port of discharge, so that the ore can be shipped on the basis of through rates from mines to smelter.

"6. The said mining company shall not be bound to ship, nor the parties of the first and second parts to carry and the said party of the first part to load upon ships, the ore as aforesaid so long as they are prevented from doing so by strikes, breakdown, or other causes beyond their respective control, provided they use due diligence to remove such causes as are physical.

"7. The said mining company shall not be bound to ship ore from any of the mines controlled by it while the smelter returns on a fair average of the ore from such mine would show a loss on such shipments. In case of any controversy under this clause, both parties to appoint representatives, who shall in turn select an umpire who shall sample the said mine and figure the smelting returns, cost of mining, etc., on the basis of existing conditions and contracts.

"8. The parties of the first part and second part shall only be bound to carry or load ore under this agreement at such times as the ore does not freeze in their cars or said bunkers and so that no increased expense is causd by the freezing of the ore in the cars or said bunkers.

"9. Default by the said mining company in its agreement to ship the specified minimum daily tonnage, if continued for a period of thirty (30) days, shall give the said parties of the first and second parts ,the right at their option, to cancel this agreement by written notice to the said mining company of their election to do.

"In witness whereof the parties hereto have hereunto set their hands the day and year first above written."

.....

Witness.

PACIFIC & ARCTIC RAILWAY & NAVIGATION COMPANY,

By (Sgd.) S. H. GRAVES,

.....

President.

.....

Witness.

BRITISH YUKON RAILWAY COMPANY,

By (Sgd.) S. H. GRAVES,

.....

President.

.....

Witness.

ATLAS MINING COMPANY,

By (Sgd.) R. K. NEIL,

.....

President.

Pursuant to this agreement the railway companies built some ten or twelve miles of track and have carried from the mine in question large quantities of ore to Skagway at the rate of $2.50 per ton, and have arranged for a rate of $1.75 per ton for the ocean carriage to the smelter from Skagway—this gives a through rate of $4.25 from the mines to the smelter, free of handling and wharfage charges at Skagway. Caribou is 67 miles from Skagway, White Horse 110. At the hearing at Toronto the applicant was asked as follows:—

"What rates have you been charged and are you being charged from Caribou to Skagway?" Answer: "The last shipment we made the railway demanded $13.85 per ton, freight paid in advance, but they offered my men a $6 and $5 rate if they would contract for the season, which they had to accept." Further on the applicant said he had been paying, prior to January 1st, $5 per ton, and without notice it was put up to $13.85 per ton.

Two smelter returns were produced, dated April 4th, 1910, and June 1st, 1910, these show freight rates to the smelter of a little less than $10 per ton, so far as I am able to figure them out; presumably these shipments moved upon some through rate with the steamship lines, how this is I do not know, they, like many other matters, were left for us to find out or guess at as best we could. If I understand matters correctly as they now stand it is claimed for the carriers that they are at liberty to charge, or arrange for charges, that give a rate of $4.25 from the point of shipment near White Horse, to the mining company referred to in the contract, and at the same time charge, or arrange for charges, that give a rate of nearly $10 per ton from Caribou, the rail-haul for the latter shipment being some foty odd miles less, and the White Horse shipments passing through Caribou on their way to Skagway.

Section 315, sub-section 5, of the Act provides as follows: "The Board shall not approve or allow any toll, which for the like description of goods, or for passengers carried under substantially similar circumstances and conditions in the same direction over the same line, is greater for a shorter than for a longer distance, within which such shorter distance is included, unless the Board is satisfied that owing to competition, it is expedient to allow such toll." Sub-section 3 provides that: "The tolls for large quantities, greater numbers, or longer distances may be proportionately less than the tolls for smaller quantities or numbers, or shoter distances, if such tolls are under substantially similar circumstances, charged equally to all persons."

At the hearing Mr. Graves, president of the respondent route, contended that his companies were within their rights under the statute in making the contract with the Atlas Mining Company, because of the large amount of traffic they were contracting to furnish, and that the matter fell within sub-section 3. While this sub-section should be given full effect to, the facts that justify this preferential treatment must be fully shown and be perfectly understood. The carriers here extend to the Atlas mine a rate that discriminates against the applicant, and under section 77, where a company makes any difference in treatment between shippers, the burden of proving that such difference does not amount to an unjust discrimination is placed upon the compnay. Difference in treatment here is not denied, has the company proved there is no unjust discrimination? It says the company agrees to ship 200 tons of ore per day, while the applicant only ships occasional lots. The applicant replies that he has expended $800,000 in developing his properties, and with reasonable rates he has an unlimited supply of ore for shipment. It seems to me that one of the matters the carrier must satisfy the Board upon is, that the applicant has and can have no large body of ore for shipment.

The law requires equality of treatment by the carrier, also tolls under substantially similar circumstances and conditions, carried in the like kind of cars, over the same portion of the railway, must be equal to all—difference of treatment calls for the closest scrutiny and when the right is conceded to the carrier it must be held to have fully discharged the burden placed upon it by section 77. If the company

were not required in this case to show there were no ore bodies in existence or likely to be uncovered at or upon the properties of the applicant, the result would be that a company could grant discriminatory rates to one mining company to enable it to open up its properties and make shipments, and by withholding similar rates to another company in some nearby locality, prevent the latter from obtaining capital to do any development work at all; so I think that in cases of this sort where the carrier must show that the favoured shipper has "large quantities" before it can make the tolls proportionately less, it should be proved as part of its case what the quantities of the shipper alleging discrimination are, or probably will be—were this not so how can the Board be satisfied that the favoured shipper has the "larger quantities," bearing always in mind that the onus of proof is upon the company. No evidence was given that this applicant would not have "large quantities" of ore for shipment. Upon the contrary he says he will have. We have no alternative but to hold that the companies have not discharged the burden placed upon them by the statute, and that the contract with the Atlas Mining Company is a discrimination against the applicant. The company has by this contract fixed what it considers fair tolls, the law compels it to grant similar treatment to all upon its lines for the like kinds of traffic, it follows that the applicant must be treated the same as the Atlas Company—the toll to the latter for about 110 miles, involving the contruction of a spur or branch line at a cost of nearly $500,000 is $2.50 per ton—a reasonable toll upon this traffic from Caribou, where no additional capital expenditure for facilities is called for, to Skagway would be about $1.75 per ton, and the respondent must file within thirty days tariffs putting a $1.75 per ton rate in effect. If the applicant requires to do so, it must obtain for him the same ocean rate it has obtained for the Atlas Mining Company, or else withdraw the $1.75 ocean rate from the latter. In other words, every form of discrimination against the applicant must cease and end and he must be placed upon an absolutely equal footing with the Atlas Mining Company, not only as to rail rates, but also as to wharfage and ocean tolls, in so far as the respondent is able to place him.

The respondents have never filed with the Board their tariff covering the rates granted to the Atlas Mining Company, and seemed to have been under the impression that they were at liberty to make contracts for carriage and not file tariffs of tolls—the law makes it imperative that tariffs covering every movement of traffic be filed, and by the course taken with the Atlas Mining Company the respondents have not only subjected themselves to penalties, but the statute prohibits them from making any charge for the traffic moved where no tariffs are filed. Tariffs must be filed within a reasonable time covering these tolls.

Nothing need be said in so far as this case is concerned as to the letter of April 11, 1904, the rates granted being put on another ground.

The other matters covered by the complaint dealing with supplies and various other commodities going into the Yukon will be dealt with in the general inquiry now pending regarding rates generally upon the Yukon route.

TOWNSHIP OF CLARKE V. CANADIAN NORTHERN RAILWAY COMPANY.

This was an application by the Municipality for an Order to rescind an Order of August 9, 1910, approving of a level crossing where the track of the railway crosses Choate Road, and to restore the Order of February 15th, 1910, requiring the railway company to construct a subway at the said crossing.

Judgment, Assistant Chief Commissioner Scott, October 1st, 1910.

At the recent sitting in Port Hope, the township of Clarke made an application for the cancellation of order No. 11392, dated 9th August last; which approved of a level crossing of the highway by the railway at the point in question, instead of

the subway which was authorized by order No. 9562 of February 15th last. The first order was made on the application of the railway company for the Board's approval of their plans of a subway, which was consented to by the municipality.

It appears that, at a meeting of the municipal council early in the year, a representative of the railway submitted to the council plans of their different highway crossings throughout the municipality. We were told by the municipality at Port Hope recently, and it was not denied by the railway company, that the municipality in consideration of their getting a subway at this crossing consented to level crossings at other points, where perhaps, a different character of crossing might have been ordered had not the municipal council approved of the plan.

In July last, a petition was received from residents of the township stating that they would prefer a level crossing to a subway at the point in question. This petition was followed up by a request from the railway company for a rescission of the order of February and authority to construct a level crossing. Upon a report and recommendation of an Engineer of the Board, and upon considering the petition from residents which might have led one to believe that the municipality was consenting, an order was issued on the 9th August last, No. 11392, cancelling the order for the subway and approving of the level crossing. The municipal council then moved against the latter order.

It was stated by the council that the petition of the residents upon which the order of August was granted, was signed by its signatories under representations from the railway company, which if true, would have been discreditable to the company. At the hearing at Port Houe, the truth of this allegation was not gone into, as counsel for the railway company stated that they were prepared to consider the crossing on its merits, as if the order of August had not been passed.

The reason urged by the railway company for a level crossing, instead of the subway, was that the nature of the soil was such that the subway would be a difficult and expensive matter to construct.

After hearing all the parties at considerable length, the Board decided to send its Chief Engineer, Mr. Mountain, to examine the point of crossing and report. From Mr. Mountain's report it appears that the rail level at the point in question will be 7½ feet above the highway, and to construct a standard subway it would be necessary to excavate 9 feet below the original level of the ground, which in his opinion is wet and spongy and he thinks the abutments would have to be piled. Mr. Mountain estimates the minimum cost of the subway at $7,500, and points out that from his observations the traffic on the highway is light. All this engineering information must of course have been known by the railway company when it first decided on a subway.

Had it not been for what took place at the meeting of the council already referred to, I would not be inclined to order the railway company to build a subway at this point, but as the municipal council's approval of the other highway crossings in the municipality was given with the understanding that they were to have a subway at the point in question, I look upon this matter as an agreement which the railway company should not be relieved from, and I am therefore of the opinion that the order of August last should be rescinded, and that of February approving of the subway should be revived.

October 3, 1910. Mr. Commissioner McLean:—I agree in the above disposition of the matter. I feel, however, that I should make clear that in agreeing to order No. 11392 issued on the 9th of August last, which cancelled the prior order for a subway and approved of a level crossing, I was at the time under the misapprehension that the township had changed its original position and consented to a crossing at grade level.

The Assistant Chief Commissioner:—At the sittings in Port Hope on the 27th September, the Board had before it the question of the construction by the

Canadian Northern Railway Company of a subway carrying Choate Road under the railway, or diverting the highway to run parallel with the right of way of the Canadian Northern to Cavan Street, in the town of Port Hope, where there is to be a subway under the railway. We heard all the parties interested and examined the locus in quo on the ground. Choate Road is an old highway which is considerably travelled. If left open it will be the most direct road to the Canadian Northern Station from a large portion of the township of Hope. The township is most anxious that the road be left open and that a subway be constructed. The diversion to Cavan Street would mean that those travelling the Choate Road and desirous of crossing Port Hope Creek to get to the territory adjacent to the Canadian Northern station would have to go at least one-half mile out of their way. Under the circumstances I think this diversion would be unreasonable. The use of public highways should be disturbed as little as possible in the construction of railways, except where some change is necessary in the interests of public safety. I am, therefore, of the opinion that Choate Road should be left open, and the Canadian Northern Railway Company should construct a subway carrying the highway under the railway where it crosses the road.

It has been pointed out that there is a dangerous level crossing over the Grand Trunk Railway on Choate Road, a few hundred feet away from the proposed Canadian Northern Crossing. The Grand Trunk crossing will not be made more dangerous by the construction of the subway under the Canadian Northern Railway, as there will be ample space after a person, either on foot or in a vehicle, leaves the subway when going towards the Grand Trunk track, to see a train on the track before it is reached. The Grand Trunk crossing is apparently a dangerous one and the Board will without delay take up with the Grand Trunk Railway Company the question of some protection at the crossing.

Mr. Commissioner McLean concurred.

BROWN V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

This was a complaint against the system of transporting domestic soft coal in open cars instead of box cars, and delay in making collections from railway companies for charges. The applicant complained that he suffered loss and damage from pilferage, leakage, snow, and ice accumulating on the top of the coal for which he had to pay as coal at an increased cost and waste by having to throw the coal into the sheds over the sides of the open box cars, thus breaking the coal, instead of wheeling it from box cars.

The respondent companies' contention was that they had used their best endeavours to supply box cars for the transportation of coal and had largely succeeded.

Judgment, Chief Commissioner Mabee, November 9, 1910.

Mr. A. L. Brown, coal dealer, of Saskatoon, complained to the Board against the present system in force in the west, under which the railway companies transported domestic soft coal in open cars, and requested that they should be compelled to ship this commodity in closed or box cars. The reasons given by him were that this class of coal came long distances; that it was often from nine to thirty days on the road, and in the winter large quantities of snow accumulated on these cars, which the consignee would have to pay for as coal; that domestic soft coal was lump coal, and was sold as such; that it was impossible to unload the open cars into the coal dealers' sheds without smashing up coal, as these lumps would have to be thrown over a four or five foot side of the car back into the sheds; that waste was created by turning part of the lump into dust, whereas, if box cars were used, the coal could be wheeled and not thrown out; that lump coal in open cars was easily removed; that in only a few

cases would the contents of an open car turn out equal to the railway weights; and that it took months to make collections from the railway companies in connection with those claims.

The Canadian Northern Railway Company, among other things, answered, that this class of coal from the Alberta mines moved in very small volume during the summer months; that it probably reached its height in the month of October; that at that time every available box car was needed for the carriage of bulk grain to the head of the lakes; that stock cars were fully employed in the movement of stock; that this company used only "Gondola" cars when the box and stock car equipment was fully employed; that of the domestic soft coal received at Saskatoon—where Mr. Brown carries on business—over the rails of the Canadian Northern Railway Company, from the 1st of September, 1909, up to the 23rd of March, 1910, eighty-four and a half per cent was handled in box and stock cars, and but fifteen and a half per cent in "Gondola" cars; and that if dealers put in large orders to the mines for shipment during the spring and summer, there would be no difficulty in furnishing box or stock cars for the transportation of coal.

The answer of the Canadian Pacific Railway Company, among other matter alleged,—

That the great bulk of domestic coal used on this continent was carried in open cars rather than in closed or box cars, the former being much more easily loaded at modern plant, as well as unloaded at sheds and plants equipped with modern devices; that the Pittsburg & Lake Erie Railway, which operated from the Pennsylvania coal fields to the Great Lakes, owns 16,727 open freight cars exclusive of "flats" and only 623 box cars; that the Pennsylvania System, west of Pittsburg, owns 43,000 open cars exclusive of "flats", and only 26,000 box cars; that the Pennsylvania Railway owns 98,000 open as against 49,000 box cars; that the same relation approximately existed between the various classes of cars upon the roads in the North-west and Pacific States; that the railway itself was a larger purchaser both of lignite and bituminous coal, and supplied open cars, without discrimination, for the purpose of transporting its own shipments of coal; that no material loss had been noticed owing to the use of said cars; that all the important mines in the west had track scales of their own, which are maintained, operated, and controlled by them, and were subject to inspection by the scale inspector of the railway, as well as the officers of the Government Department of Weights and Measures; that these scales were located at the mines, and the weights obtained there were accepted by the railway company as the correct basis on which to assess freight charges; that the coal was not weighed on the railway company's scales, unless on special request, where there was a bona fide impression on the part of some interested party that an error had been made.

A list of the mining companies having track scales, from which weights are accepted by the railway companies, appears in the Canadian Pacific Railway Company's Western Lines Tariff W. No. 1983, dated January 14th, 1910.

At the hearing at Saskatoon, the applicant submitted a large number of letters received from various coal dealers, of which the following may be regarded as a brief synopsis,—

Mr. Green, of Dominion City, said that he had never had but one open car shipped to him, and that on receipt he found about one-third of the coal had been stolen.

Mr. B. W. Bolton, of Neepawa, said that in his experience coal shipped in open cars does not weigh out as well as that shipped in box cars; and that he had had cars weigh as much as 1,600 pounds short.

Messrs. Black Bros., of Minnedosa, said that they had never had coal delivered to them in open cars, and did not know of coal ever having been shipped to Minnedosa in open cars.

Mr. T. H. Bristow, of Moosomin, said that the shipment in open cars was most unsatisfactory; that he had had trouble with the railway company with regard to

the matter; that he had never received an open car that held out in weight; and that there was always pilfering in transit, and in bad weather snow mixed with the coal.

The Baker-Reynolds Company, of Moosejaw, said that the shipment of coal in open cars had been very unsatisfactory to them; and that there was always a large shortage, and in winter the snow and ice on the top made it bad to unload.

Mr. William Poersch, of Brunkild, said that sun and rain waste coal; that the unloading of cars from open cars was difficult; and that it being unsealed and unlocked made it open to thieves.

Mr. McClain, of Carmen, said that he had no evidence to offer, as his coal had always been shipped in box cars.

The Patterson Bros., Lumber Company, of Birtle, said that they would not accept coal unless shipped in sealed box cars, and that they had so advised their shippers.

Messrs. Miller Bros., of Virden, said that they had had trouble with coal shipped in open cars though not for the last year or so; that they remembered one time that they received a car of coal, in an open car, that was eleven tons short; and that now they got all of their coal shipped in box cars.

W. B. Shannon & Co. of Viscount, said that they had received coal in open cars and found it very unsatisfactory, both for unloading, as well as difficulty with snow; that they preferred their coal loaded in box cars, because it nearly all went into the shed along the track; that they had had one or two open cars that had snow mixed with the coal; and that they found it unsatisfactory to their customers.

The Hartney Manufacturing Company, of Hartney, said that they had refused to have coal shipped in open cars, and that they had never yet had one hold out in weight.

Mr. D. McNaught, of Rapid City, said that he had great trouble with open cars; that he had had four forty-ton cars of that character last winter, which cost from four to five dollars extra to unload, as his shed was made with the doors to let down into the cars; and that, in the case of open cars, the coal had been thrown over the side.

Mr. Thomas Harvey, of Weyburn, said that he had suffered a good deal of loss in having coal shipped in open cars, especially during the hard winter months.

Mr. Hunter, of Newdale, said he had two open cars, so far, and certainly did not want any more.

Mr. E. C. Gosset-Jackson, of Rapid City, said that he had had four cars of domestic soft coal last year shipped to him, and in each case had to hire an extra man to assist in unloading; that he had no facilities for taking off coal from such cars; that the top was higher than his shed doors; and that he got one steel car that had been on the track for thirty days, and there were two tons of snow and ice on top of the coal.

Mr. S. Taylor, of Yellow Grass, said he had no complaints to make as yet *re* shipping coal.

The Harrison Lumber Yards, of Neepawa, said that they had beeen fortunate in not having many cars come in this way; and that those that have come are usually not very satisfactory.

Messrs. Lambert & Earle, of Elkhorn, said that they had had trouble from this source every winter.

Messrs. Denmark & Burton, of Langenburg, Sask., said that they had had little experience in the matter, only having received one car, other than box, since they started in the coal business.

Mr. A. N. Shaw, of Elm Creek, said he had never had any experience with coal being shipped in open cars.

The Monarch Lumber Company, of Winnipeg, said that for the past two years they had advised all dealers shipping them coal that they would not accept shipments

except in closed box cars; and that they found that this cut down shortages a great deal.

Mr. J. Baul, of St. Jean Baptiste, said that he had never received any coal shipped in open cars.

The foregoing letters develop that, in connection with individual instances, consignees have had trouble with shipments of coal in open cars, resulting in, first loss of the coal by pilfering or otherwise; second, damages sustained by reason of snow and ice accummulating on the top of the coal. There is no evidence of what percentage (in connection with these individual complaints), of open cars was received; so that it is impossible to draw any accurate conclusions to what extent this is a real grievance.

It would seem from some of the foregoing letters that certain coal dealers are always able to get their coal transported in box cars. There is nothing to show the volume of traffic moving to individual consignees in box and in open cars.

Certain letters were also filed from some of the coal companies. A letter from the Alberta Consolidated Coal Company, of Coal City, Taber, P. O., to Mr. Brown, under date of the 13th of January, 1910, states that his request that shipments be made in box cars will, in future, be complied with, and that quite a large proportion of the cars they were now receiving were dumps, but that they would be careful to see that only box cars were thereafter consigned to him.

A letter from the Regina Storage and Forwarding Company to Mr. Brown, under date of December 1st, 1909, states that they had asked the mine to ship his coal in box cars, if at all possible, and that they were finding difficulty in obtaining a sufficient supply and had to take pretty nearly what they could get.

A letter from the Great Northern Coal Company of Edmonton, dated September 16th, 1909, states that they always ship in box cars to long distance points—such as Saskatoon—if they are to be obtained.

A letter from the Great Northern Coal Company of Edmonton, dated January 17th, 1910, to Mr. Brown, states that they had noted his order for two cars and would ship as instructed, and that as regards dump cars, they loaded those only when box cars were unobtainable.

A letter from the same company, dated March 4th, 1910, to Mr. Brown, stated that, there was then a few box cars at the mine, and they would keep them for him if possible.

A letter from the same company, dated March 2nd, 1910, stated that they regretted to have been unable to get box cars lately; that the Canadian Northern had given them only the Hart convertibles, and that they would make every effort to get box cars.

Letters were also filed showing difficulty in obtaining settlement for short weight, also a letter from the Canadian Northern Railway Company, dated September 5th, 1908, declining a claim for shortage in view of the terms of the bill of lading.

The question now is whether, upon this information, the Board could make an order prohibiting railway companies from shipping this class of coal in anything except box cars. If the form of bill of lading, now in use and approved by the Board, were the same as that of 1908, referred to in the letter of September 5th of that year, the Board might well be justified in compelling the carriers to transport this class of coal in box cars; but the contract now with the shipper is entirely different, and if the percentage of coal that moves in open cars—as compared with that that moves in box cars—is low, and if by far the greater bulk of this class of commodity moves in box cars, it might work greater injustice to the general public requiring the railway companies' equipment, if the Board compelled the railway companies to furnish box cars for this commodity than if it left the coal dealers to their remedy under the bill of lading.

We confess we do not understand the difficulty in the way of a consignee in collecting for shortages, and it seems to us that they suffer unnecessarily if they are unable to obtain redress for these losses.

Under the new form of contract, the railway company is liable for losses of the kind referred to in this complaint, and section 3 of the conditions expressly places upon the railway company the burden of proving that they were free from negligence. It is quite reasonable that consignees should hesitate about going into the courts to establish these claims, and their reluctance to enter into a law suit with the railway company is well understood; but on the other hand, it is difficult for the Board to make any general order of the kind asked for, that might not work greater injustice than if the coal dealers were left to compel the railway companies to make good each individual shortage.

It has not been shown, in connection with this complaint, that the railway companies have neglected to furnish box cars for this traffic, when they were obtainable; and in dealing with this application, it is upon the assumption that this commodity moves more safely in box cars, and that the railway companies use their utmost endeavours in all cases, to supply box cars for this traffic, and that open cars are supplied only when the box cars are unavailable; in this latter case, the railway company assuming the risk incident to the transportation of coal in the open car, arising by reason of its being lost in transit or injured by the elements. The law imposes this liability upon the company. If the applicant, or any coal dealers' association in the West, is able, at any future time, to show that the railway companies are raising unreasonable objections or placing unreasonable obstacles in the way of dealers obtaining prompt and reasonable settlements for claims arising in connection with the railway companies transporting this commodity in open cars, the Board will open up this question; but in the meantime, it must decline to make any general order of the character asked for.

A couple of exhibits filed by the Canadian Pacific Railway Company are not uninteresting. They purport to show a list of the claims for leakage and pilferage of coal that were paid by that company between July, 1909, and June, 1910. These claims are divided between open and box cars. In connection with the coal shipments in open cars, there are 26 claims for pilferage and 8 claims for leakage—34 in all. In connection with coal shipped in box cars, there are 18 claims for pilferage and 13 for leakage, or 31 in all. The percentage of claims for pilferage from open cars is considerably higher than from box car shipments, while the claims for leakage show differently. It is true these lists show only claims paid. There is nothing to show what claims were made by consignees against the railway company in connection with these alleged losses.

City of Fort William v. Copp. Bros.

This was an application under Section 227 of the Railway Act, for leave to cross the spur or branch line of the Canadian Pacific Railway Company, known as the 'Copp Foundry Industrial Spur,' with a second street railway track.

Judgment, Chief Commissioner Mabee, November 9, 1910.

On the 2nd September, 1902, an agreement was made between the corporation of the Town of Port Arthur and Harold E. Copp and W. J. Copp, in which it was recited that the Copps were about to construct a switch from the main line of the Canadian Pacific Railway Company to Park lots 1, 2 and 3, North Rebecca Street, in the town of Fort William, and that this switch would have to cross the street railway, at that time belonging to the town of Port Arthur, and in the agreement permission was granted to the Copps to cross the line of the street railway, the Copps agreeing to put in a good and substantial crossing, and that they would flag, or cause the said crossing to be flagged before and during the crossing of every engine, train, or car

over said crossing, and would repair and maintain said crossing in good condition so long as they continued to use it.

On the 27th August, 1910, the town of Fort William made an application to the Board at a sitting at Port Arthur, in which they sought that the Board should make an order imposing upon the Copps the expense connected with a second line of street railway tracks laid across this spur by the town of Fort William. It was said that since the making of the above mentioned agreement the street railway had become the property of the town of Fort William. It was stated upon this application that this crossing—that is the double track of the street railway across this spur, had been put in upon the understanding that if the Railway Board decided that Messrs. Copp were to pay for the second crossing, then they were to pay for it, if on the other hand the Board decided otherwise it was admitted that the town would have to pay the expense. At this sitting the parties were told that the town had no right to construct this crossing without having first obtained leave to cross this industrial track from the Railway Board, and that inasmuch as they had taken the matter into their own hands and had built this crossing without authority the Board would not interfere.

Subsequent to the above hearing, and on the 15th September, an application was received on behalf of the City of Fort William for an order under section 227, allowing the city to cross the spur or branch line of the Canadian Pacific Railway Company, known as the Copp Foundry Industrial Spur with its street railway, on the level, on Syndicate Avenue. Nothing is said in this application about any question of the cost of this crossing being imposed upon the Copps. They, however, were served and appeared at a sittings held at Port Arthur on the 10th October, and counsel at that hearing in speaking to the application said that at the present time the city was double-tracking its street railway, which occasioned a second crossing, and the question who was to pay for the second crossing as between Messrs. Copp and the City. It was urged that inasmuch as the street railway was senior to the industrial siding with its first track that it must also be senior with its double track, and that therefore the expense should fall upon the Messrs. Copp. It has been held by the Board that with respect to a steam road, senior to one line it must continue to be senior when it comes to double track, but it seems to us that this is not a case in which the Board should interfere for the reason given at the first sittings. If the city had made an application in the regular way for leave to cross the matter would then have been properly before the Board. As it is, the municipality goes ahead and constructs without authority and only comes to the Board afterwards for the purpose of making the Copps pay the expense incident to the crossing. This is quite irregular, and under the circumstances the Board must decline to make any order other than to refuse the application.

Order dismissing issued accordingly.

British American Oil Company v. Grand Trunk Railway Company.

Re Petroleum Oil Traffic. Reported. Report Railway Commissioners for Canada, 1910, pp. 209 et seq.

The Order of the Board dated May 19, 1909, in accordance with the judgment, declared the legal rate chargeable on the shipments complained of to be twenty cents per 100 pounds, and that such rate was still in force, and authorized the respondent company to refund to the complainant company the difference between the said rate of twenty cents per 100 pounds and the rate of thirty-two and one-half cents per 100 pounds charged and collected by it from the complaint.

An appeal from this judgment to the Supreme Court of Canada was dismissed. For reasons for judgment, see 43 S.C.R., p. 311. Reported also in Part I, Vol. 11, Can. Ry. Cas., at p. 118

2 GEORGE V., A. 1912

The City of Toronto and the Town of Brampton v. the Grand Trunk and the Canadian Pacific Railway Companies.

The Town of Brampton applied, under Sections 315, 318, and 323 of the Railway Act, for an Order directing the Grand Trunk Railway Company to cease unjust discrimination between Brampton and other localities in commutation tolls, to provide proper commutation tolls, and to disallow the present toll.

The application by the City of Toronto was for an Order directing the Grand Trunk and the Canadian Pacific Railway Companies to cease unjust discrimination between the City of Toronto and suburban municipalities in regard to commutation tolls, and to fix commutation tolls within a certain radius of the city.

Judgment, Chief Commissioner Mabee, May 23rd, 1910.

"We are all of one opinion with reference to this matter. It may as well be disposed of now so that these hard feelings will have an opportunity to soften down.

On the 26th of May, 1908—received by the Board on the 10th of June—Mr. Wegenast made an application asking that the Grand Trunk be directed to issue to him a 55 trip ticket for use between Brampton and Toronto similar to those in use between Oakville and Toronto, at the same rate, that is $7.15, and the facts upon which he relied were set out in that application. The Grand Trunk answered. The case was heard and disposed of by a judgment of the 23rd of November, 1908. The case was heard here on the 12th and 13th of that month. The conclusion was that the application could not succeed, the reasons being given. The Board was of the opinion that section 77 applied, although the railway company at that time strenuously contended that under section 341 the discretion given by Parliament to the railway companies to issue commutation tickets and to deal with the other classes of matters referred to in that section, was absolute and that the Board had no authority to interfere with it. We thought otherwise and came to the conclusion that where a railway company adopted the policy of issuing commutation tickets, that it brought itself within the jurisdiction of the Board, and that it might be dealt with, and that it was upon the railway company, under section 77, to show that the exercise of the discretion under that section did not result in unjust discrimination between persons or localities. The judgment that I refer to dealt with the case upon those lines and we concluded then that the company had discharged the onus that the statute placed upon it and had satisfied us that in the issue of these tickets between Oakville and Toronto no unjust discrimination was practiced as against Brampton.

The applicant in that proceeding was not satisfied with the result—naturally enough—and he made an application for a rehearing. The Board thought that there was no necessity of hearing it and it refused to open it up.

Then, in January of 1909, came an application to the Board from or on behalf of the City of Toronto, asking for an order under certain sections mentioned in the application, requiring the Grand Trunk and the Canadian Pacific to provide commutation rates to and from the said city and the suburban municipalities within a certain radius, and for an order compelling the railways to cease discriminating unjustly between the City of Toronto and other cities of the same or greater size, with reference to tolls between cities and suburds, and to cease unjust discrimination between the towns of Oakville and Streetsville and the towns of Brampton, Whitby, Oshawa or other municipalities similarly situated. It also alleges that at the present time commutation tickets are issued to various suburban places at various distances from Toronto.

The applicants claim that in selecting the places to which the commutation rates were at present issued the railway companies are guided by no proper or fixed principles, and are subject to influences improperly brought to bear upon them by individuals interested in the granting or withholding of the said commutation rates. "The applicants ask the Board to fix a radius within which such commutation rates should be

issued." Then, in fixing such a radius, the Board is asked to be guided by the following considerations : (a) The distance from Toronto to which said rates are now extended in some instances. (b) The distance from Montreal to which said rates are now extended to suburban points. (c) The discrimination at present shown against certain points, in view of the fact that other points further from Toronto enjoy said rates, and claimed by the applicants to be an unjust discrimination.

If the Board should be of opinion that such an order as asked is not within the powers conferred by the Railway Act, the applicants asked the Board to state a case for the Supreme Court to determine whether the Board has or has not power to make such order.

When that matter came before the Board, at the request of the parties a case was stated. If I recollect rightly the stated case was not whether the Board had power to require the railway companies to issue commutation tickets or to fix commutation rates, but whether or not section 77 had application to the provisions of section 341. Then, meantime, on the 27th of April, an application is made in the name of the town of Brampton, by Mr. Wagenast, the former applicant in person, as solicitor, for the town. To that, the railway companies plead, and in the meantime the Supreme Court has held, just as the Board itself has held in the judgment referred to, that section 77 had application to the provisions of section 341. So that, as I understand the position now, if a railway company exercises the discretion given to it under section 341, that discretion remains uncontrolled and should not be interfered with by the Board unless there is some affirmative evidence that it results in unjust or unfair discrimination between persons or localities. In saying that there should be some affirmative evidence I am not overlooking the provisions of section 77, because it does not seem to me to be possible that if a railway company gives a commutation rate between New Westminster and Victoria, the mere statement of that is sufficient to require and justify the Board in ordering the same railway company to give a commutation rate between some point within the same distance of St. John and the latter city; but that, although the onus is upon the railway company, the applicants should in all of these cases give some affirmative evidence that the exercise of the railway's discretion is unfair, unreasonable or results in discrimination. I do not understand that there is anything wrong or evil in discrimination as long as it does not hurt anybody. The evil of it, as I understand it, is that because persons or localities are discriminated against it results in unfair play and injury to the individuals or to the localities affected. In the absence of any injury to individuals or localities, what difference does it make whether there is discrimination? The Railway Act, as I understand it, authorizes and justifies discrimination. It is only an undue, unfair or unjust discrimination that the law is aimed against. Then, this application coming before us on behalf of the city, badly asks that within a certain radius, I do not know what radius, the railway companies should be compelled, without giving us any information as to what the traffic is, as to what the train service is, but without more because forsooth the city of Toronto ask it, that the railway companies should be ordered to give commutation rates into and out of the city within that radius. The town of Brampton, in the meantime, as I have said, had filed its application and this matter then comes up in a double barrelled way between the city of Toronto and the town of Brampton on the one side and the railway companies upon the other. Upon the opening of the case it was mentioned that in so far as Brampton's application had been considered, it had been disposed of. But, in view of the application pending by the city, it was thought proper to leave in abeyance the Bramption situation until the evidence given by the city had been heard, because, if the city satisfied us that it was right and proper to require the railway companies to give these rates it might result in a rate being given to Brampton. No evidence was called upon behalf of the city and the labouring oar has been upon the town of Brampton, represented by three counsels.

All of the witnesses who have gone into the witness box gave evidence on behalf of Brampton, so that the hearing instead of being a hearing upon behalf of the city has been really a rehash and a rehearing of the Brampton case. No evidence has been given regarding the situation between other localities within the Brampton or Oakville radius and the city of Toronto. We know nothing about the amount of travel that might, for instance, be brought into existence between Whitby and Toronto or between other points and Toronto, but as I understand the application, it is simply put upon this ground, that because the railway companies have given certain reduced fares or commutation rates between certain points and the city of Montreal, therefore, without more, they are compelled to give commutation rates between certain points within a certain radius of the city of Toronto, and if they do not, it is said that the city of Toronto is unjustly discriminated against.

I do not understand that to be position that the Railway Act leaves these matters in. I do not understand because it is said that certain commutation rates are given along the Gatineau Valley from the city of Ottawa, that automatically the railway companies are compelled, in a like radius, to give commutation rates from the city of Toronto. I do not understand that the one thing follows at all. The situation may be entirely different. The circumstances may be altogether dissimilar. The one may be purely a summer tourist traffic and the rates may be in force only during the summer season. How these things are one may have an idea, but there is nothing in this case to show. We are not of the opinion that because a railway company or railway companies operating into and out of Montreal give commutation rates, therefore they are compelled to give them into and out of Toronto. Why particularly Toronto? Why not Hamilton, why not London, why not Kingston, why not Winnipeg and every other city throughout the whole Dominion? And why stop at cities? Why let the cities discriminate against the towns? Why not into and out of every town? Why should rates be cut into and out of cities and not into and out of towns? And why, forsooth, stop at towns? Why not the villages? And in the end it would result in their discriminating in favour of certin localities, cities, towns, or villages, or it would result in cutting down the lawful railway fare to six-tenths of a cent between all the stations in Canada. After all it must get back to just where we put it in the former Brampton application. It must get back to what is fair or what is unfair; what is just or what is unjust. I do not know, and we were not told the number of stations to which commutation rates applied into and out of Montreal, but we have the commutation rates I see here into and out of Toronto from many stations. They are all detailed in the answer.

Mr. DRAYTON—I think it was 42 altogether.

THE CHIEF COMMISSIONER:—We have, along the line of the Canadian Pacific, West Toronto, Lambton, Golf Club, Obico, Islington, Summerville, Dixie, Cooksville, Erindale, Streetsville and Streetsville Junction, 22 miles west. Also Weston, then east, the Don, and Donlands. I don't know how many stations there are on the Canadian Pacific running out of Montreal; we have not been informed; but if it runs out as far as St. Ann's or the other stations on the river it is probably about the same distance, 20 to 25 miles. Then on the Grand Trunk, Hamilton Branch, there are South Parkdale, Swansea, Memmico, Log Branch Rifle Ranges, Port Credit, Lorne Park, Clarkson's and Oakville; and on the old line running north there are North Parkdale, Davenport, Downsview, Lefroy, Jackson's Point; then on the line running east, York, Scarboro Junction, Markham Road Crossing, Port Union and Rosebank; then on the old main line west, West Toronto, and Weston. Jackson's Point and Lefroy stand in a class by themselves. They are the longest distance points.

Everybody knows, without wasting time, why rates are given to those points. On the line east it was said the rate was given to York on account of the large number of railway men living there. I do not know why it happened to be given to Scaraboro

Junction or Markham Road Crossing. Port Union and Rosebank, we all know why they are given there; we see Sunday School picnics going to those points continually and they are summer resorts. The same may be said largely of these other places upon the Hamilton line. They are purely suburban points, summer residential points, parks, and the like. The reason was given why the rate was made to Oakville; it is detailed fully in the former judgment. We were told why when the Brampton rates were taken out the Oakville rate was left; that it was urged upon the company that they might be injuring certain people who had bought land there upon the strength of the rates being in existence, I did not understand then, and I do not understand now, that the railway company was anxious to leave the Oakville rate in. Indeed we were asked by counsel for the town of Brampton, upon the former application, that if we could not give the reduced fare to Brampton that we should take it away from Oakville. We, of course, declined to adopt that suggestion. Now, if the railway companies have exercised the discretion that the statute has conferred upon them in naming these points to which they will grant commutation rates, they are within their rights, in naming those or any other points they choose. That discretion is not to be interfered with unless it operates unjustly, or undue preference or discrimination follows.

We are all of the opinion that in this case it has not been shown, upon behalf of the city, that any unjust preference or any unfair or undue discrimination results in the exercise of the judgment of the railway companies that Parliament has conferred upon them the right to exercise. That no evidence has been called, as I have said, by the city. In so far as the Brampton case is concerned no new facts have been given in evidence that we had not before us upon the former application. We disposed of it then as we thought it should be disposed of, and after all that has been said and all that has been done since, we are more than ever convinced that the disposition we made of it was quite right. The application upon behalf of both the municipalities fails and must be dismissed.

There is power given in the Railway Act under section 318 to the Board to make general regulations regarding what substantially similar circumstances and conditions mean. It will probably be our duty, not so much in connection with this application, but as a matter of general policy, if we are able, to try and define what Parliament means by "substantially similar circumstances and conditions." Of course, it goes without saying, that it is a most difficult thing to deal with. It is almost impossible to lay down any hard and fast line under what circumstances commutation rates should or should not be given. I suppose that commutation rates are the forerunner of a suburban service. It is eminently in the interest of cities and their people that there should be suburban services and that people should have an opportunity of getting into the rural districts adjacent to cities expeditiously and economically. But after all it must be left largely to the good sense of those who are in the control of the railway facilities as to what services can be afforded and, within reason, what the tolls shall be. Whether we shall be able to work out any general regulations regarding this matter I am not at present able to say. All that I can say is that we are fully alive to the importance of the whole situation, quite apart from this application, and, if we are able, after careful discussion of the matter with our Chief Traffic Officer, to frame any regulations regarding commutation rates we will try to do so.

REGINA BOARD OF TRADE V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

The Regina Board of Trade applied, under Sections 314 and 349 of the Railway Act, for a reduction on the tolls in classes 1 to 10 inclusive, from the head of the lakes to Regina, alleging that there was unjust discrimination against the applicant in favour of Winnipeg and other points in Manitoba.

Judgment of Assistant Chief Commissioner Scott, June 22nd, 1910.

The Applicant, the Board of Trade of the City of Regina, applied to this Board for a reduction in the rates, on classes one to ten inclusive, from the head of the lakes to Regina; and pointed out that the rates to Winnipeg and other points in Manitoba are on a lower basis. It was alleged that this difference in basis constituted a discrimination against Regina.

The application was supported at the hearing by the Board of Trade of Moose Jaw.

The Canadian Pacific Railway Company and the Canadian Northern Railway Company are the only Railway Companies which are now carrying freight from the head of the lakes to Regina. The Grand Trunk Pacific Railway Company will, however very shortly be in competition with them, and was formally represented by counsel at the hearing who submitted a statement of that Company's position. The Canadian Pacific Railway Company's rates from Fort William to Regina on all the classes are the same as the Canadian Northern Company's rates to that point from Port Arthur; but in the latter case the mileage is somewhat longer.

In dealing with this application I will, for the sake of brevity, refer only to the Canadian Pacific Railway Company's rates.

The following is a comparison of the rates now in existence (See C.P.R. Tariff C.R.C. No. W. 1366) from Fort William to Winnipeg, and from Fort William to Regina, with the rate per ton mile in each class on the actual mileage.

	1	2	3	4	5	6	7	8	10
Fort William to Winnipeg—									
Rates, excluding Winnipeg cartage—419	86	72	57	42	38	34	25	24	20
Rate per ton per mile for 419 miles ..	4·11	3·44	2·72	2·00	1·81	1·62	1·19	1·15	0·95
Fort William to Regina—									
Rates, 777 miles.....	176	147	117	87	73	67	49	38	38
Rate per ton per mile for 777 miles.	4·53	3·77	3·01	2·24	1·88	1·72	1·26	0·98	0·98

Section 315 of the Railway Act provides that—

"All such tolls shall always, under substantially similar circumstances and "conditions, in respect of all traffic of the same description and carried in or "upon the like kind of cars, passing over the same portion of the line of railway, "be charged equally to all persons and at the same rate, whether by weight, "mileage, or otherwise."

And subsection 4 of that Section provides that,

"No toll shall be charged which unjustly discriminates between different "localities."

The contention of the Companies was that the circumstances and conditions in the one case were not substantially similar to those of the other, and that they were therefore justified in charging a higher rate per ton mile to Regina than to Winnipeg. They submitted that, pursuant to certain agreements with the Manitoba Government, the rates to Manitoba points have been reduced, but that Regina was not entitled under the agreements to the benefit of these reductions. They further submitted that the greater density of traffic from the head of the lakes to Winnipeg, and other Manitoba points, than from that point to Regina, justified a lower rate basis to the Manitoba points than to Regina. And it was submitted by counsel on behalf of Winnipeg interests that that city had vested rights to the lower basis as a wholesale or distributing centre, which should not be interefered with by giving rates on an equal basis to Regina.

Dealing with the points which it was alleged by the respondents justified the discrimination in favour of Winnipeg in the order above set out, we come first to the agreement of 1888. It was made between the Northern Pacific and Manitoba Railway Company and Her Majesty the Queen, represented by the Railway Commissioner for the Province of Manitoba, and was approved and ratified by the Legislature of that Province by Chapter 2 of the Statutes passed during the second session of 1888,

which was assented to on the 4th day of September of that year. By that Act, the Company was empowered to "acquire, complete, etc." the Red River Valley Railway, located between the International Boundary and the City of Winnipeg, and certain extensions therein named, and by clause 19 of the agreement, which is schedule "A" to the Act, the Lieutenant-Governor-in-Council of the Province was given "full power" from time to time to fix, regulate, and determine, all freight rates and charges over and upon the said lines of railway. This agreement was modified by another agreement made between the same parties in the following year and approved by the Legislature of the Province by Chapter 17 of the Statutes of 1889, which was assented to on March 5th of that year. By clause 8 of this amending agreement it is provided,

"that the power to regulate, fix and determine rates conferred upon the Lieu-
"tenant-Governor-in-Council by Section 19 of said schedule "A" and other
"laws of the Province of Manitoba shall be limited so that the tolls, rates, and
"charges shall not be reduced so low that the net earnings of the Railway
"Company shall produce less than ten per cent per annum on the capital
"actually expended in the construction and equipment of the railway line
"and no reduction shall be made unless the net income of the Company shall
"be greater than ten per cent upon the capital so actually expended, exclusive
"of the aid given by the Province."

It will be observed that no reduction in rates was prescribed by this agreement. At that time the present Canadian Northern Railway line from Port Arthur to Winnipeg was not built. Rates were fixed by the Northern Pacific on the opening of its line from Duluth to Winnipeg, which were lower than the C.P.R. rates from Fort Wililam to Winnipeg. This was doubtless as a result of negotiations with the Manitoba Government after the agreement of 1888.

The rates then in effect between Port Arthur, Fort William, and the under mentioned points, under Canadian Pacific Tariff No. 62, May 1st, 1887, had been in effect for some years and are as follows:

	1	2	3	4	5	6	7	8	9	10
Winnipeg, Emerson, Morris	153	112	92	69	63	49½	35	35½	49½	20
Portage la Prairie	141	118	94	71	64	54	38	37½	54	31½
Brandon	158	132	105	79	71	60½	42	41	60½	35½

After the Northern Pacific and Manitoba Government agreement was assented to on the 4th of September, 1885, the following rates were printed by the Canadian Pacific in their tariff No. 118, October 25th, 1888.

	1	2	3	4	5	6	7	8	9	10
Winnipeg, Emerson, Morris	116	98	80	66	57	47	35	35	35	27
Portage la Prairie	125	105	85	69	59	51½	38	37	39½	29½
Brandon	142	119	96	77	66	58	42	40½	46	35½

But no reduction was made in the Regina rates by this tariff which left these rates as they had been for some years before, as follows:

	1	2	3	4	5
Regina	197	164	131	99	89

It is quite clear that these reductions in the Canadian Pacific Railway Company's rates to Manitoba were caused by the action of the Northern Pacific, which in turn was brought about by the contract with the Manitoba Government.

The other agreement with the Manitoba Government put forward by the respondents as a justification for a lower rate basis to Winnipeg than to Regina was an agreement made the 11th February, 1901, between the Government and the Canadian Northern Railway Company, confirmed by the Legislature by Chapter 39 of the Statutes of 1901, which was assented to on March 20th of that year. Under this agreement, in consideration of the guarantee of certain bonds by the Provincial

Government, the Canadian Northern Railway Company was required to make reductions amounting together to about 15 per cent of its tariff rates then in force on all freight other than grain (elsewhere provided for) from and to points in Manitoba, and from and to points in Manitoba to and from Fort William and Port Arthur. The Canadian Northern was empowered in that agreement to take over and operate the Northern Pacific and Manitoba Railway lines. The Canadian Northern line from Port Arthur to Winnipeg was completed February 1902, and in the Company's Tariff No. 54 C.R.C., 15, April 21st, 1902, the following rates to Manitoba points were established:

	1	2	3	4	5	6	7	8	10
Fort William to Winnipeg	89	75	60	45	40	34	25	25	20
Portage la Prairie	105	88	70	53	48	40	28	29	23
Brandon	120	100	80	60	54	46	32	32	27

these rates are in effect to-day, and were duplicated by the Canadian Pacific Railway Company in its Tariff W. 54 C.R.C., No. 40, May 10th, 1902. When the reduction was made in the Manitoba rates, pursuant to the agreement of 1901, the Canadian Pacific Railway Company (voluntarily I believe) made a reduction of 7½ per cent in the territory between the Manitoba boundary and Canmore and Crow's Nest, and this reduced scale is still in force as the Standard Tariff.

Another agreement referred to in the argument was that between the Canadian Pacific Railway Company and the Dominion Government respecting a subsidy to the Crow's Nest Pass Line, whereby the Company agreed to make a reduction in its rates on certain commodities from Fort William and east of Fort William to points west of that City. These reduced rates were published as commodity rates. The class rates otherwise were not affected. This agreement has no bearing upon the points at issue in this case, except to show that rates west of Manitoba have been reduced as the result of Government intervention.

Before taking up the other points submitted in justification of the lower Winnipeg basis, let us consider the two Manitoba contracts. The Canadian Pacific Railway Company was not a party to either contract, and was not legally bound to make the reductions it did in favor of Manitoba. In order to hold its business, however as a result of competition it did reduce its rates to Winnipeg.

The Canadian Northern Railway Company, after these agreements had been made, got authority from Parliament, (Chapter 50 of the Statutes of 1902) to extend its lines beyond the confines of the Province of Manitoba and therefore voluntarily placed itself in a somewhat similar position to that which the Canadian Pacific Railway Company occupied when that Company negotiated the Crow's Nest Pass Agreement, regarding which the late Chief Commissioner said in his judgment in the Vancouver Eastbound *vs* Winnipeg Westbound Rate Case.—

> "These reductions cannot be considered as having been forced upon the "company, but were the result of an agreement which it chose to enter into "for the purpose of obtaining a subsidy in aid of the construction of a line "of railway— When the Statute was passed, and when the agreement was "made, the law prohibited unjust discrimination between localities; and "while Parliament did not stipulate for similar reductions over western por- "tions of the Company's railway, it should not, in my opinion be considered "as having authorized what would, if done otherwise, have produced unjust "discrimination."

It could not surely have been the intention of Parliament in passing Section 315 of the Railway Act to permit railway companies to create different circumstances and conditions by entering into a contract with some one and so defeat the intentions of the section. The "circumstances and conditions" which if not

substantially similar may justify different treatment to different points, I think must be traffic circumstances or traffic conditions; not circumstances and conditions which may be artificially created by contract. The present Chief Commissioner expressed the following opinion in the Crows' Nest Pass Coal Company v. C. P. R. Case, reported in Volume 8 of MacMurchy & Denison's Canadian Railway Cases at page 41:

> "The Railway Act requires that under substantially similar conditions "the tolls charged shall be equal to all persons, and at the same rate, whether "by weight, mileage, or otherwise, and any reduction or advance either directly or indirectly is expressly prohibited. No undue or unreasonable preference or advantage can be permitted to any person or company. The object "of the legislation is to place everyone upon terms of absolute equality, and "if agreements were permitted to be entered into for reduction in tolls or for "other preferential treatment, the door would be opened wide for the defeat "of the Act, and the Board would be called upon to struggle with all sorts of "conditions, opinions, and complications in the determination of such cases."

It would seem to be clear from these citations that when the Canadian Northern extended its lines beyond the boundaries of the Province of Manitoba, but did not grant to these extensions the reductions it had granted to the portion of its lines within that Province, it did this subject to the prohibitions and obligations imposed by Sections 77 and 315 of the Railway Act; and it is established that agreements such as are before us do not defeat these prohibitions and obligations. The reductions made by the Canadian Pacific within the Province of Manitoba were not the outcome of any agreement. It would therefore appear that, if the Canadian Northern agreements cannot supersede the provisions of the sections already referred to so far as the Canadian Northern is concerned, no argument in favour of treating the Canadian Pacific in a different way from the Canadian Northern can be built up on these agreements.

Then as to the density of traffic contention. Originally the rates west of the lakes were all on the same basis to the Rockies, and a careful study of subsequent changes shows that the reductions that were made were brought about entirely as a result of the different agreements I have mentioned, and not because of a greater density of traffic to one locality than to another. Since it has not been an element in the making of the rates in question in the past, I do not think greater density of traffic can now be urged in justification of the discrimination established.

The contention that Winnipeg being a wholesale or distributing centre is entitled to rates on a lower basis than Regina cannot I think be adopted. It was established at the hearing that Regina was a recognized distributing centre. It is surely entitled within its own sphere to the treatment that Winnipeg enjoys within its natural zone. If there be any artificiality it exists in the extension of the Winnipeg zone to the detriment of distributing points further west. The position I take in this matter is, I think, supported by Mr. MacInnes, Freight Traffic Manager of the Canadian Pacific Railway Company, in a letter dated May 30th, 1910, and recently filed with the Board in the Mount Royal Milling Company's complaint, heard at Montreal on the 29th April last, to which the Chief Traffic Officer of the Board has called my attention. Mr. MacInnes says:

> "If Montreal is to have special L.C.L. rates for redistributing purposes lower "than scale 'A', why should not other distributing centres such as Toronto, "Hamilton, London, etc., have special distributing rates? It is unnatural to "expect that L.C.L. shipments can be made from Montreal to the smaller towns "in Ontario in what may be termed the distributing zone of other centres, such "as Toronto, Hamilton, London, etc. The manufacturer in Montreal has only "paid the ocean rate, whereas the jobber in Toronto has paid the ocean rate and

"inland carload rate. He would have just grounds for complaint if the Mont-
"real manufacturere could reach the same distributing centre at the ocean rate
"plus a special L.C.L. rate. This problem really gets back to the old question
"of distributing territory and Montreal, to my mind is asking for an unnatural
"condition. Such a demand carried to its legitimate conclusion would mean
"that a Toronto jobber might buy a car of cleaned rice from the Mount Royal
"Milling Company, pay the commodity carload rate from Montreal to Toronto,
"and then, in distributing to a small point, find that he is no better off as com-
"pared with the complainants, because the latter had been given by the railways
"a special L.C.L. rate from Montreal to the same destination. This would
"certainly be considered by the Toronto jobber as depriving him of his natural
"geographical advantage in distributing L.C.L. shipments."

It may be interesting to note in passing that the Missouri River Rate Case cited by Mr. Phippen in support of his contention on this branch of the case was reversed by the Supreme Court of the United States on May 31st last.

There has been some delay in disposing of this matter, but time had to be taken for a very thorough examination of the rate situation in the Western Provinces.

I am of the opinion that it has been proved that the special class freight tariffs of the Canadian Northern Railway Company and the Canadian Pacific Railway Company between Port Arthur and Fort William and points west thereof unjustly discriminate in favor of Winnipeg and other points in the Province of Manitoba to the prejudice and disadvantage of Regina and Moose Jaw and other points west of that Province, and that the Companies should be required to reduce their rates so as to remove this discrimination by publishing and filing new tariffs to take effect not later than April 1st, 1911.

Mr. Commissioner McLean concurred.

Upon the application of the respondent railway companies, leave to appeal to the Supreme Court of Canada from the Order of the Board in this matter was granted.

Judgment, Chief Commissioner Mabee:

We think that if the position were reversed and this case had gone adversely to the Regina Board of Trade, and they had come here now making an application for leave to appeal, it would be only fair to grant them leave, provided they showed the same state of facts explaining the delay that are shown in this affidavit of Mr. Beatty's. If upon that state of facts the Board of Trade should get leave to appeal we think it is only fair that the Railway should get the same sort of treatment.

Then there is this additional feature in connection with this matter, that this really is not final. This Order is not final. I mean by that as pointed out during the argument, any other town of city in the west may raise this same complaint, and if it were decided as the Edmonton Case and the Kenora Case were decided, it would be open to these Railway Companies to make application for leave to appeal, and if the Board thought there was a question of law involved it might or might not grant leave.

Now, the result would be, if we refuse to grant leave in this case, that perhaps a case in a very short time might arise which would be very much more elaborately developed at the hearing, and the Board might in that case think it proper to grant leave to appeal, in which event this whole question would come before the Supreme Court. If we refuse leave now, either upon technical grounds, or for any other reason and have these tariffs go into effect with reference to these three points, then in the event of application from other places arising and leave being granted to appeal, and the appeal being successful, it would create confusion and disorder with regard to the traffic conditions at Regina, Kenora, and Edmonton that should not be permitted to exist.

There is not any question but that the matter involved here is one of very considerable magnitude. Apart from that, it is a question that is entirely novel, as far

as our railway jurisprudence is concerned, and it is a question which in all fairness, not only for the carriers, but for the business and mercantile community, the views of the Supreme Court should be taken upon.

We have applied what the judgment calls for in two cases subsequently to the rendering of the judgment in the Regina Case. We thought that the same result must follow with reference to Edmonton and to Kenora, and there is no question that the same result must follow with reference to all of the other points in the west.

That is an important situation, not only for the railway companies but for the public, so we think that if there is any question of law involved it is of sufficient importance and magnitude to justify granting leave to appeal.

Now, the second question arises; is there any point of law involved in the disposition of the Regina Case? We think there is. We think that the statement appearing in the first paragraph of the Notice of Motion develops a question of law. The judgment proceeds upon this basis, namely, that because of certain legislative enactments and contracts and the establishment of certain rates growing out of those contracts and statutes in Manitoba, in effect similar or the like rates should be given in Saskatchewan. In other words, the rates in Saskatchewan appearing much higher than the rates in the sister province of Manitoba, the railway company adduces its reason—I presume under Section 77—for the purpose of showing that that is not discrimination, that reason consisting of these statutes and these agreements. The reply made is that that is not an answer. It seems to us, whether that is or is not an answer is a question of law, and that will be the question of law, that, in the opinion of the Board, should go to the Supreme Court.

We think there should not be any unnecessary delay in connection with this matter, and in granting this leave the railway companies must undertake to get this case set down for hearing at the present sittings of the Court, unless in the view of the Supreme Court itself or a judge the case should not be set down. The Railway Companies must do everything in their power to get the case on for hearing at the present sittings and the Respondents must facilitate.

The question will be that first paragraph of the Notice of Motion.

Stewart v. Canadian Pacific Railway Company.

The complaint was that the charge for carrying a marble slab to the freight shed of the railway company from the premises of the consignor at Montreal was excessive.

Judgment, Assistant Chief Commissioner Scott, July 9, 1910.

The complainant purchased a marble slab from Messrs. B. & S. H. Thompson & Company, Limited, Montreal, which was shipped to him at Hamilton by C. P. R. freight.

The carting for the Canadian Pacific Railway Company in Montreal is done by the Dominion Transport Company under a contract by which the railway company gives the transport company "the sole and exclusive right to cart . . . out ward freight to the freight sheds of the company," in the city of Montreal, at certain rates therein enumerated, all goods which are to be shipped over the lines of the railway included in classes 1 to 5 inclusive in the Canadian Classification, with certain exceptions, with which we are not now concerned. The consignors notified the transport company whom they knew to be the cartage agents for the Canadian Pacific Railway Company. The transport company carted the marble slab to the Canadian Pacific Railway Company's freight shed and charged $1.50 for the service, which was included in the Canadian Pacific Railway Company's freight bill and paid by the consignee at Hamilton. The consignee then complained to the Board that the charge for cartage was excessive.

The Dominion Transport Company is not under the jurisdiction of the Board, and were it not for its contract with the Canadian Pacific Railway Company, we would have nothing to say in this matter.

Sub-section 5 of section 314 of the Railway Act as amended by section 11, ch. 61, of the Statutes of 1908 is as follows:—

"No tolls shall be charged by the company or by any person in respect of a railway or any traffic thereon until a by-law authorizing the preparation and issue of tariffs of such tolls has been approved by the Board, nor unless otherwise authorized by this Act, until a tariff of such tolls has been filed with and where such approval is required under this Act, approved by the Board; nor shall any tolls be charged under any tariff or portion thereof disallowed by the Board; nor shall the company charge, levy or collect any toll or money for any service as a common carrier except under the provisions of this Act."

And sub-section 30 of section 2 of the Act as amended by section 9 of chapter 61, of the Statutes of 1908, provides that,—"toll or rate means and includes any toll, rate (charge or allowance charged or made either by the company..... or by any person on behalf or under authority or consent of the company, in connection with the.....carriage, shipment, transportation, care, handling or delivery of goods.....and includes also any toll, rate, charge or allowance so charged or made for.....the collection or cartage..... in respect of goods transported.....or to be transported."

In this case the $1.50 charged for cartage was under the authority or consent of the company, and therefore was a toll within the meaning of the section of the Act just referred to.

The company's cartage tariff No. E.3807, C.R.C. No. E.1305, does not contain any item covering a charge for carting marble slabs in Montreal. In fact the tariff especially excludes marble slabs. Nevertheless, the company has in fact collected a toll, within the meaning of the Railway Act, which does not appear in its tariff. This is prohibited by sub-section 5 of section 314.

I am, therefore, of the opinion that the railway company had no legal right to collect the $1.50 toll, and that an order should go declaring that the toll charged was illegal.

Chief Commissioner Mabee and Mr. Commissioner Mills concurred.

City of Prince Albert v. Canadian Northern Railway Company.

The Canadian Northern Railway Company applied for leave to appeal to the Supreme Court on questions of law arising upon an Order of the Board approving of crossings by the Company's railway of highways in the City of Prince Albert, which imposed the condition that the railway company compensate the land owners on the highways for damages (if any) suffered by them by reason of the location of the railway along the highway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, October 5th, 1910.

"At the sittings of the Board at Ottawa, on the 20th September last, counsel for the Canadian Northern Railway Company applied to the Board for permission to set down for hearing, at a future date, an application to the Board for leave to appeal to the Supreme Court of Canada, on questions of law, on the order of the Board, dated 21st July last, and numbered 11268, approving of the street crossings of the Canadian Northern track, in the City of Prince Albert, on condition that the railway company compensate the land owners on the highways for damages, if any, which they may suffer by reason of the location of the railway along the highway.

That condition was placed in the order because of an application heard by the Board, consisting of Mr. Commissioner McLean and myself, at Prince Albert, on the 18th October, 1909, by Charles McDonald, who contended that the construction of the railway on the highway in front of his premises did him considerable injury. At the

time this application was made in Prince Albert, the location plans of the railway at the point in question had already been approved, but the highway crossings had not.

Sometime prior to the sitting in Prince Albert, Commissioner McLean and myself had heard the application of the Grand Trunk Pacific Railway Company for the approval of location plans of its railway on Hardisty Street, Fort William. In approving of these location plans a condition was attached that the land owners abutting on the street must be compensated for damages, if any, caused by the location of the railway on the highway. Upon examining the location of the tracks on the highway in Prince Albert we came to the conclusion that if the residents on Hardisty Street, Fort William, would suffer damage because of the location of the railway on the highway, those in a similar position in Prince Albert would also suffer damage.

Upon learning that the Grand Trunk Pacific contemplated appealing to the Supreme Court of Canada against our Hardisty Street, Fort William, order, on the ground that we had no jurisdiction to impose the condition respecting damages, we decided not to issue any order in the Prince Albert case until the Supreme Court should render a decision in the Hardisty Street, Fort William, case.

The Supreme Court, at a later date, having decided that the Board had jurisdiction to issue the order it did in connection with Hardisty Street, Fort William, and the Canadian Northern having applied for approval of its street crossings in Prince Albert, we, on the 21st July last, issued Order No. 11268 above referred to.

Counsel for the Canadian Northern Railway Company now pionts out that while the conditions on the ground may be somewhat similar, that section 159 of the Railway Act, under which the Hardisty Street, Fort William, order was issued, is entirely different from the provisions of section 237 under which the Prince Albert order was issued, and urges that the Board had not the jurisdiction to attach the conditions it did in this case

Counsel's contention may, or may not, be well founded. I do not propose now to express an opinion on the point of law he raises. Either the Board had, or had not, jurisdiction to make the order complained of. We assumed that we had. If we had not, the railway company has the right under the Railway Act to apply to a Judge of the Supreme Court of Canada for leave to appeal to that Court.

The Chief Commissioner has already decided in the Gatineau Train Service case that where the question of law is one of jurisdiction, the proper course is for the party who disputes the jurisdiction to apply direct to a Supreme Court Judge for leave to appeal to that Court, and that we should not, under our powers to submit questions of law to the Supreme Court, submit a question which is really one of jurisdiction. Therefore, I am of the opinion, that we should not permit the railway company to set down for hearing an application to the Board for leave to appeal to the Supreme Court of Canada in this case.

MR. COMMISSIONER McLEAN Concurred.

City of Regina v. Canadian Pacific Raiway Company.

This was an application by the City to extend Broad Street by building a subway under the yards of the Railway Company, the City consenting to close Hamilton Street crossing the railway yards at grade. A crossing of necessity had been established at Hamilton Street and acquiesced in by the railway company for many years. The railway company contended that Hamilton Street was a mere trespass crossing and the public could be prevented from using it at any time; that if the application was granted, the crossing would be junior to the railway, and the whole expense should be borne by the City.

Judgment, Chief Commissioner Mabee, October 12th, 1910.

The City of Regina asks permission to construct a subway under the yards of the railway company by extending Broad Street to the north and offers to consent to the closing of Hamilton Street, passing the necessary by-law for that purpose, if such a subway is constructed. The two questions involved are (1) whether such a work would interfere with the proper operation of the railway and (2) whether the railway company should contribute to the cost, if the work is thought necessary.

There is no doubt that the public is at present suffering great inconvenience by reason of insufficient crossing facilities, the city is cut in two by the railway with no crossing for a mile through its central part, except the level crossing at Hamilton Street, admitted to be extremely dangerous to the public and inconvenient to the company in the operation of its trains. The needs of the city demand some more convenient and safe method of crossing, and the majority of opinion seems to be that Broad Street extended to the north would afford the greatest convenience. It is out of the question that this could be a level crossing; it would run through the railway yards, crossing more than a dozen tracks.

An overhead bridge is impracticable, so, if Broad Street is extended, it must be by means of a subway. It is clear that such a work can be performed without any inconvenience to the company in the operation of its trains, the only point being to what extent, if any, the lands of the company should be encroached upon for the approaches to the subway. The company has acquired this land for the purpose of affording the public suitable facilities and its present and future needs must be provided for, and this feature must be taken care of in any plans finally adopted. The public must have reasonably convenient and safe access through a main artery running north and south through the city and so leave must be granted for the construction by the city of a subway under the railway lands by the extension of Broad Street northerly.

The second and more serious and difficult question is as to how the expense of this work shall be borne—whether entirely by the city, or whether the railway company should contribute. This crossing would be junior to the railway: and ordinarily where a highway is extended across railway lands, the expense is borne by the municipality. The question is whether that rule is applicable to the facts of this case. The railway company through its trustees laid out and sold the town plot of Regina; crossings were provided at the east and west ends, a mile apart. The north and south intermediate streets all ended at the right-of-way of the railway company. It could not be expected that such a condition could continue, if the place was to become one of importance. It is now the capital of a large and rapidly developing province, a wholesale jobbing and manufacturing centre; and long since the public needs compelled the estabishment of a crossing between Albert Street on the west and Winnipeg Street on the east. A crossing of necessity was established at Hamilton Street. For many years this was acquiesced in by the company; it saw the necessity of the situation and the reasonableness of the public using the crossing there established.

At the hearing at Regina, it was contended that this was a mere trespass crossing and that the company could at any time prevent the public from using it. This argument, of course, was advanced to show that the company would obtain no advantage from the city consenting to its closing and obtaining no advantage from the abolition of a level crossing through its yards, should not contribute to the expense of the Broad Street subway. The latter street is one block east of Hamilton.

Upon reference to the Board's records I find that on October 5th, 1905, an order was made, of which paragraphs 3 4 and 5 are as follows:—

"3. That leave be, and it is hereby, given to the applicants to open up and extend the said Hamilton Street across the line of the said Canadian Pacific Railway Company at the point shown on the said plan on file with the Board under reference

No. 14601, file No. 999, and that planking sixteen feet in length be laid and maintained by the said company between the outside rails of each track; but that any sidewalk desired to be constructed by the applicants shall be done at its own expense, and the grading of the said highway between the tracks of the company to be done, and the approaches thereto to be made and maintained by the applicants at their own expense.

"4. That the work of carrying the said highway over the tracks of the Canadian Pacific Railway Company shall be done under the supervision of an engineer of the Canadian Pacific Railway Company.

"5. That the Canadian Pacific Railway Company shall keep a watchman at the said Hamilton Street crossing from 7 o'clock, a.m., to 11 o'clock p.m. daily, and shall provide the necessary shelter for said watchman; one-half of the expense of the said watchman shall be repaid to the company by the applicants within one month of the account therefor being rendered by the said company to the applicants, said account to be made up to the first of January in each year, so long as said watchman is maintained."

By a subsequent order the planking was directed to be 22 feet in width, instead of 16.

This order was complied with; and Hamilton Street became, as I understand the situation, a public highway.

On December 9th, 1909, the railway company made an application "to divert Hamilton Street and to cross the said street thus diverted by a branch of its railway."

On December 13th, leave was granted as asked, the city consenting. None of these features were before the Board when this question of subway was discussed at Regina; so we are without the advantage of hearing the views of counsel upon them.

When the matter was before the Board at Regina, in October, 1905, the following discussion took place:—

"Mr. Dennis (assistant to the First Vice-President, C.P.R.):—I have asked Mr. McMullen to let me make a statement in regard to this crossing question because there are certain features, apart from the legal aspect, that I think should be considered in connection with this Hamilton Street crossing as well as others that may comes before the Board. We admit perfectly frankly that in the case of Regina, and a large majority of other points in the west, the question of crossing over out right-of-way is a very serious one. I pointed out last year that in a large majority of the cases the construction of the railway preceded the laying out of the town plots. The town plots unfortunately were surveyed on both sides of the railway line, and in registering plans on the town lots on the property which belong to the railway company, they were not registered to extend the streets across the track. There was no dedication on the part of the company of streets to constitute public crossings. Settlers have come in very rapidly in a great many instances and the situation has become very acute. In a large majority of cases in the west, I am glad to say we have been able to arrive at a satisfactory arrangement with the municipalities, or with the local government dealing for them, so that there have been very few cases in which it is necessary to came to the Railway Commission to order crossings. At the points where we have come to agreements, of course, we understand it is necessary that we should file with the Commissioners a plan so that the necessary order could be made constituting the crossing agreed upon as legal. That was the procedure we were endeavouring to follow at Regina. The company realized—and I take the responsibility of admitting it on their part—that there is a certain responsibility with regard to these crossings which would not be upon them if they had not owned and surveyed the town plots. I made that statement in accordance with the plans; it is true they did not show crossings but that was a greater or less responsibility

upon them in connection with the location of these town plots on both sides of the track.

The situation is accentuated in a great many instances from the fact that a larger part of the city is on one side of the track, and between the city and the track we have grown up a long line of warehouses and elevators which render the track blind from the south side.

We also have the situation which is accentuated here of the station being on the south side and the crossing which is pressed for by the city being a crossing immediately between that station and this line of elevators and warehouses. This matter has been under discussion for a considerable time and we made a definite agreement with the city to provide a crossing through our yards at some point between the easterly crossing which you visited and the westerly crossing at Albert Street. We asked the city to signify where they wanted that crossing by a resolution of the council. The council, I understand, received petitions with regard to a crossing at Broad Street and another at Hamilton Street, and ultimately decided that Hamilton Street was the desirable crossing. That was followed by certain negotiations with the city, as to coming before the Board for the consent of the Board to the opening of that crossing. That was an agreement on the part of the railway company that a legal highway should be created through our right-of-way, where it does not now exist. We have had before the city an agreement covering those negotiations and I wish to put that agreement in now as containing the views of both sides, but on that agreement we could not arrive at an amicable decision. The agreement is short and I would like to read it.

Memorandum of Agreement, made and entered into this day of May, A.D. 1905.

Between:—

THE CANADIAN PACIFIC RAILWAY COMPANY, hereinafter called "the said Company," Of the First Part,

and

THE CITY OF REGINA, hereinafter called "the said City," Of the Second Part.

Whereas for some years past the public without legal authority and permission in that behalf has been crossing and re-crossing the right-of-way and tracks of the said company in the said city at a point near where Hamilton Street in the said city as shown on a plan of the said city registered in the land titles office for the Assiniboine Land Registration District as old No. 33, would, if continued across the said right-of-way and tracks intersect the same, and the said city has requested the said company to consent to an order being made by 'The Board of Railway Commissioners for Canada,' authorizing the construction by the said city of a level highway over the right-of-way and tracks of the said company at the said point.

Now, therefore, this Agreement witnesseth as follows:—

1. The said company hereby consents and agrees to an order being made by 'The Board of Railway Commissioners for Canada' authorizing and empowering the said city to construct a level highway over its right-of-way and railway tracks, connecting South Railway Street and Dewdney Street in the said city by continuing Hamilton Street northerly and easterly from South Railway Street at its present width as appears by the registered plan of said city as aforesaid across the said right-of-way and tracks as shown by the plan and profile bearing even date herewith, signed by the parties hereto, which are to be taken, read and construed as a part of this agreement.

2. It is mutually understood and agreed by and between the said company and the said city that said order authorizing and empowering the construction of said highway

as aforesaid shall contain a provision whereby the said city shall be made liable for and chargeable with the due and proper observance and performance of all terms and conditions that may at any and all times hereafter be imposed by the said 'The Board of Railway Commissioners for Canada' for the protection, safety and convenience of the public in connection with or by reason of the construction of said level highway over and across the right-of-way and tracks of the said company at Hamilton street in the said city as aforesaid.

In Witness Whereof the said company has executed this agreement by

And the said city by resolution of the council thereof has caused its corporate seal to be affixed hereto and its Mayor and Clerk to execute the same.

The Canadian Pacific Railway Company,

By.....

Hon. Mr. KILLAM: That is what you propose now?

Mr. DENNIS: That is what we asked the city council to adopt but unfortunately they did not see their way clear to do so. Although we have not received the notice required by the Act in this case, we do not raise any technical objections, but we ask that before any order is made by the Board with reference to crossings in Regina, we be given sufficient time to file with the Board a plan showing proposed changes in Regina, under which we will move the yard out of the city further east. The moving of that yard will put us in a position to suggest some other point where a crossing can be obtained through our right-of-way within the city limits, and where there would be less danger to the public than by opening Hamilton Street.

Hon. Mr. KILLAM: What time do you want for that?

Mr. DENNIS: A few months; it would be necessary to make surveys in connection with the proposed extension.

Hon. Mr. KILLAM: That would be two months before you could get the plan. and what time would you take to have the changes completed?

Mr. DENNIS: We could not undertake to do anything in connection with moving the yard before next year. The appropriation for that work would have to be considered by the management at the beginning of the year; it is a matter of very considerable expense, and we have spent a large sum of money on the yard as it is now. But the officials operating the division are all of opinion that it would be in the interest of the company and the public to move this yard. If the yard were moved so as to leave nothing but the passing track, the coach track for the Prince Albert Line, and the track used with the present elevators and warehouses, we would get rid very largely of the movement of all trains there, except through trains. We would be able to take off our shunting at the present yard. I admit there is a necessity for a crossing and in this agreement we have asked only that the city chould be at the cost of maintenance and providing the appliance as ordered by the Board, and only such as are ordered by the Board. We think that before the Board eventually rules on the subject of where this crossing is to be we should be given time to file these plans, which I claim will show a better solution of the crossing question than that on Hamilton Street.

Mr. JOHNSON (city solicitor): This matter has been in negotiation for over one year, and the city are at the mercy of the Canadian Pacific Railway. To-morrow they may say that we must stop crossing Hamilton Street, and we would be compelled to resort to Albert Street and Winnipeg Street, which would be a matter of great inconvenience to the inhabitants.

Hon. Mr. KILLAM: Suppose Mr. Dennis were given time and they should stop you from crossing there, we might then interfere and make an order. I think it would be a great advantage to the city if they move their yard, and if you had only a

small number of tracks to cross you would get rid of the present eye-sore in the middle of the city.

Mr. JOHNSON: Yes, but at a certain moment the Canadian Pacific Railway is not in a position to say when this change will take place. The city does not wish to put the Canadian Pacific Railway to any inconvenience but if the Canadian Pacific Railway were to stop us crossing Hamilton Street, we would be greatly inconvenienced. That temporary crossing is dangerous as at present constructed, and if we had authority to force the company to construct a better crossing, or if we were ordered by this Board to construct it ourselves, we could be in a position to go ahead. It doesn't mean very much expense. In its present condition it is dangerous and some further protection should be given to those who use it, either by proper sidewalks or the right to stop train or that trains can only use the crossing for a certain time. At present they may run a freight train across and keep the people waiting half an hour. I submit there should be an order issued to compel the company to allow this crossing to be used until such time as they are able to come to the Board and suggest some other crossing.

Hon. Mr. KILLAM: There is a difficulty about that. The Railway Committee of the Privy Council ordered a certain crossing temporarily in Toronto and the Court held that the Railway Committee had no power to authorize the making of a temporary crossing.

Mr. JOHNSON: That could be overcome by ordering this a permanent highway crossing and it could be afterwards changed if necessary.

Hon. Mr. KILLAM: It might be a question as to whether we had authority to close up afterwards. Under your Statute could you close with the assent of the Railway Commission?

Mr. JOHNSON: I think so.

Hon. Mr. KILLAM: What provision have you for closing streets when they are once open?

Mr. JOHNSON: We have the power to close after advertisement. I do not think there would be any difficulty in the way there.

Hon. Mr. KILLAM: We could probaply make an order with the condition that if the Canadian Pacific Railway within a reasonable time move its yards, you will submit to the Board and abide by its direction as to closing?

Mr. JOHNSON: Yes, but it appears to be that the removal of that yard from here east as suggested by Mr. Dennis would make it all the more convenient to have Hamilton Street remain a highway crossing.

Hon. Mr. KILLAM: It might not be convenient to have the crossing quite so close to a passenger station, and some other method might be availed of in the changed condition of the yards.

Mr. JOHNSON: We would consent to anything of that description if in the opinion of the Board it were proper.

Hon. Mr. KILLAM: It might appear proper according to the new plans. There is considerable objection to having a crossing so close to a passenger station.

Mr. JOHNSON: That difficulty suggested itself to me.

Dr. MILLS: No one has indicated what was the real point of difference between the city and the company with reference to this proposed agreement.

Mr. JOHNSON: If you read that agreement carefully you will see that if we consent to it, it would give the right to the Canadian Pacific Railway in default of our carrying out the terms of the order made by your Board, to bring an action in the provincial courts against us. We do not intend that this matter shall be removed from the jurisdiction of the Railway Commission.

Mr. Dennis: That is not our understanding. We say that for the purpose of expediting this matter we will consent to have the crossing at Hamilton Street

declared a legal crossing. There is no crossing there now. We consent to this. But it is a bad crossing from an operating standpoint. We have extended our passing platform down east of the watertank, so that we would be able to hold our passenger trains without standing across Hamilton Street.

Until that extension was made last year, the passenger trains used to stand over Hamilton Street. In laying out this yard last year we took particular care to make the west yard start west of Hamilton Street, and instead of continuing it through as we do in all our yards, we have another yard east of Hamilton Street. We might have made Hamilton street five hundred times a worse crossing than now by making our yard a continuous yard. The principal difficulty between the company and the city is, that in that agreement we set out that the city should bear the cost of the appliances which are ordered by the Board for the protection of that crossing and the city has refused.

Mr. JOHNSON: I do not understand that we have to depend upon an agreement to authorize the Board to direct that.

Hon. Mr. KILLAM: Not at all.

Mr. JOHNSON: I cannot see anything in the agreement except that we are bound to do something and the company is bound to do nothing.

Hon. Mr. KILLAM: If you assented to that agreement and if further protection were ordered from time to time, it is possible the Board might hold you bound to provide it.

Mr. JOHNSON: As I understand it, the agreement more or less places us in the position that we are placed in under section 186, and if so, it is not necessary.

Hon. Mr. KILLAM: Under section 186 we might order the company or the city to bear all expense, or we might divide the expense between you. But if you enter into this agreement you will have to bear it all.

Mr. JOHNSON: It doesn't say that.

Hon. Mr. KILLAM: That is what it means.

Mr. JOHNSON: It merely says we are to be bound by the conditions imposed by the Board.

Hon. Mr. KILLAM: I think they were trying to bind you to something more. However, you have not agreed to it, and it is not necessary to consider its effect.

Mr. JOHNSON: The first agreement made other conditions to which I objected as City Solicitor, and this agreement was brought in to-day.

Mr. DENNIS: This agrement is before the city since the 18th of August.

Mr. JOHNSON: The first agreement submitted to us made us not only liable for the construction, but liable for any damages which occurred from even the negligence of a servant of the railway company, which was absurd. That is the difference between the two agreements.

Hon. Mr. KILLAM: We will not take any definite step in regard to the matter to-day at any rate. We have not before us the application of the city or the plans to know whether they have been regularly deposited. We will possibly do nothing until we get back to Ottawa. In the meantime, Mr. Dennis can get in his plans in the shortest possible time. We would not wait a year but we might make an order that if the work was completed before a certain date we would make an order for a crossing at some other place.

Mr. DENNIS: We will get that information before the Board at the earliest possible moment. It will take some time, and I cannot exactly say when that will be.

The statements of Mr. Dennis place the company in exactly the position I should have held it to be in quite apart from his fair and candid admission. In the circumstances of the case there is the strongest moral responsibility to remedy the conditions brought about by the company for its own advantage; and the result of this opinion is not brought about by the perusal by me of the record of

1905, nor do I treat what Mr. Dennis then said as any admission against the company; but reference is made to the statement only for the purpose of showing the history of the present Hamilton Street crossing, and that the company always fairly and properly recognized its responsibility in the matter.

It seems from the above that the opinion of the late Chief Commissioner was that a highway crossing once legalized could not be closed by the Board. Hamilton Street is a legal highway and so can be closed only with the consent of the city council. In these circumstances, by the closing of Hamilton Street the railway company is obtaining the advantage of ridding itself from the danger and inconvenience of a level crossing through its yards, by diverting this traffic one block east through the subway. Again the freight sheds are located on the north side of the tracks near Hamilton Street. All this traffic to and from those sheds will be saved the dangers of the level crossing at Hamilton Street, and the company will be saved the expense of protecting the Hamilton Street crossing; so it is clear that all these matters work to the advantage of the company and that it should contribute to the cost of the subway.

I think a fair distribution would be as follows: the city should do all excavation and paving, erect all substructures, drain, light, &c.; the railway company should erect all the superstructures to carry its yard and trains over the subway, and should provide such land for the approaches as an engineer of the Board may determine, in case the parties are unable to agree. The city should take care of abuttal damages (if any), as to the Broad Street subway, if the railway company makes provision for approaches through its land that the Board's engineer may think reasonable, bearing in mind, as above noted, that the company is entitled to make proper provision for future tracks. If on the other hand the engineer is of opinion that the company is not making reasonable concessions upon this head, thereby imposing upon the city unreasonable abuttal damages, the engineer shall refer the matter again to the Board for determination as to the division (if any) of these damages. The city must pay the abuttal damages (if any), by reason of the closing up of Hamilton Street and pass a proper by-law for such closing. The city should file amended plans without delay, furnishing the company with copies. Upon approval finally of the plans by the engineer of the Board, the work may be proceeded with and should be completed within, say, one year, unless the parties otherwise arrange. The sum of $5,000 may be paid out of the railway grade crossing fund to the city, and that sum shall be divided between the city and the railway company in the proportion that the outlay incurred by each bears to the total cost of the work; any dispute as to this division to be settled by the Board's engineer.

October 21, 1910.

Since the foregoing was written, a further submission upon behalf of the company has been received from Mr. F. W. Peters. Apart from any responsibility resting upon a railway company to provide crossings, where it lays out a townsite and reaps the benefit of the enhanced value of the land, there is much force in the contentions advanced by Mr. Peters. It seems to me, however, that this responsibility cannot be escaped; the illustration of the senior and junior road would apply, apart from the situation as above indicated. Again, the Board has always relaxed this rule in favour of the railway companies where separation of grade is made, at points where the highways are senior. If this rule of seniority were strictly applied, the railway company would be compelled to bear the whole cost where it was junior to the highway; but the practice has been for the municipalities to contribute, although the highway was long senior to the railway. This has been put upon the ground that traffic on the highway had increased since the location of the railway. This, however, it no logical reason. The highway is laid out for traffic and all the public have the right to use it, and increased user by the public should not commit the local municipality to expenditure to remove a danger brought upon the highway by a railway company. But the truth

is, municipalities have been asked to contribute, because if the cost were placed entirely upon the railway company, the necessary work of grade separation could not be carried out to the extent necessary in the public interest. The fear is expressed by Mr. Peters that municipalities would learn to apply, under section 237, for a level crossing, and then use the order to compel contribution towards a subway, in contemplation from the start. The Board can always protect the company from injury from such a proceeding; and so far as I am concerned, as before stated, I am of opinion that in the present case the company should contribute, because it brought about the present intolerable situation by laying out a town and not providing proper access from one part to another. Where this condition does not exist railway companies need not fear that the opening of a street, under the discretionary powers of the Board, over their land will render them liable to contribute towards the expense of getting rid of the crossing so established.

Mr. Commissioner Mills concurred.

Bayly v. Bell Telephone Company of Canada.

This was a complaint that the toll of $45 charged by the Telephone Company for the rental of a telephone in a nurse's residence, used also as her office, was excessive, and not justified by the amount of user.

Judgment, Chief Commissioner Mabee, October 15th, 1910.

In this case which was heard yesterday, the Board has had an opportunity of discussing the facts that were developed and of considering them, and have arrived at a conclusion which may as well be announced at the present moment.

Miss Bayly, in her written complaint, states that she is a trained nurse, and, from what was said yesterday, it appears that she is practising her profession as such in this city. She has a telephone at her residence, No. 317 College Street. In her complaint she says that her house telephone is used incidentally, the same as a professional or a business man uses his on private business, and also professionally in a casual way. Her business use of the telephone would average about once a week.

The company insists on charging her at the same rate as for a business telephone, namely, $45 per year, instead of $25 per year, her contention on the application and upon the presentation of the case being that under the circumstances disclosed the company is in error in charging her $45 per year, and classing her among the body of telephone subscribers known as business subscribers, and that she should be charged upon the basis of $25 instead of $45 per year.

The question is not free from difficulty. It would appear from the facts as presented, that for a professional or business use, telephone subscribers whether professional, mnufacturers, merchants or those engaged in any other line of business, are put in the one category, of business telephones.

This lady uses her telephone for the purposes of her profession or business as nurse. It is true, it would appear from what was said yesterday (and the facts were not controverted) that the telephone is not used very frequently; and one can well understand that possibly a nurse, being engaged on some important and serious case might be absent from her home or place of business for one, two, or three months at a time, during which time her telephone would be of little or no use to her in a business way, and probably would be only used for the purpose of communicating with the other inmates of her house.

But it seems to us impossible that a business telephone may become a non-business telephone because of its infrequent use. One man may use his telephone for business purposes 50 times a day; another man may not use his telephone for business purposes once a week. There is no way of differentiating between those two telephone subscribers. In one feature of it, it seems to some extent inequitable, that the man who uses his telephone once a week should pay as much as the man who uses his tele-

phone 50 times a day, but after all, the telephone is there for his purposes. It is open to be used by him if his business demands the use of it, just as much as is that of his neighbour.

It seems to us that it is impossible to deal with cases of this sort other than in a broad way—that every telephone that is used for busines purposes should be put in the business class, and that every private or residential telephone should stand in its own class.

It was contended by Mr. Bayly that his sister's case stood to some extent in the same position as that of a business or professional man who has a telephone at his office or place of business, and another at his residence, and that her telephone was more in the nature of a residential telephone.

It seems to us that this is not a parallel case. It might be if Miss Bayly had a place of business or an office down town, like a dentist, a doctor, a lawyer, and another at her house. In that case, of course, she would be in that category, and the house telephone would only carry the house toll, although used occasionally for business purposes.

Everybody knows that professional and business men use their house telephones for business or professional purposes. That arises out of the necessities of the case, it is expected when the telephone is put in, where there is a telephone at the office, the factory, or the place of business, and another telephone at the house. The company have established the reasonable practice of charging for one upon a business basis and for the other upon a residential basis.

The case, it seems to us, resolves itself simply into the position that this lady, practising her profession, has a telephone at her house, which is also a place of business, and that she uses the telephone for the purposes of her profession.

She is just like a dentist would be who had an office at his house. That would be a business telephone. She is like the lawyer, or the doctor who has an office in his house; a telephone there would be a business telephone, and would be charged for upon a business basis.

That she does not use her telephone frequently cannot take her out of that class and put her into the residential class.

It seems to the Board that upon the whole case her complaint fails and that the relief asked for by her must be refused.

Mount Royal Milling and Manufacturing Company V. Grand Trunk and Canadian Pacific Railway Companies.

Complaint was made that tolls charged on rice cleaned in the Province of Quebec and shipped to Montreal to other Canadian distributing points, unjustly discriminated against the applicants, and that preferential tolls were charged on rice cleaned in Great Britain or foreign countries, carried by ocean steamships to Montreal, and there reshipped in competition with the applicants.

Judgment. Mr. Commissioner Mills, November 1st, 1910.

The complaint of the Mount Royal Milling and Manufacturing Company, whose mill is on the Lachine Canal, at Côte St. Paul, Que., is two-fold:

1st. That the Grand Trunk and Canadian Pacific Railway Companies unjustly discriminate against rice cleaned in the Province of Quebec, by giving preferential rates on rice cleaned in Great Britain or foreign countries, carried by ocean steamships to Montreal, and re-shipped by rail from Montreal wharf in competition with the product of the applicant's mill.

2nd. That the rates on cleaned rice from Montreal to Canadian points are unreasonably high compared with the rates thereon from Boston through Montreal to the same points.

The answer of the railway companies, made by Messrs. John Pullen of the G. T. R. and W. R. MacInnes of the C. P. R. is that there is no discrimination within the meaning of the Railway Act (sec. 315) and no commercial necessity for a reduction in the rates complained of.

IMPORT RATES.

The railway companies maintain that their import rates are proportionals of through ocean-and-rail rates from Great Britain, and that as such they cannot fairly be compared with their domestic rates, which are on traffic carried under dissimilar "circumstances and conditions." They also state that these rates are kept down by competition with the traffic on competing lines of railways in the United States. It is, however, to be noted that the import rates of Canadian railway companies via Montreal are somewhat lower than the lowest of the import rates charged by competing lines of railway in the United States to the same points in Canada; but this fact is, no doubt, due to two or three things; first, the determination to divert as much as possible of the import traffic to the St. Lawrence route; second, the necessity of off-setting the higher rates of marine insurance; and, third, a very praise-worthy desire to protect the port of Montreal and increase the traffic of the steamships which sail to and from this Canadian port.

Without endeavouring to determine the importance which should be attached to each of the above statements, I have no doubt that, taken together, they fairly account for the import rates of the Grand Trunk and Canadian Pacific Railway Companies on rice, as on other commodities.

DOMESTIC, OR LOCAL RATES.

The domestic rates on rice from New York to Detroit and Chicago and the import rates from New York to the same points are identical; the domestic rates on rice from Boston to Detroit and Chicago are two cents per hundred pounds higher than the import rates to the same points; and, *in carload lots,* the domestic commodity rates on rice from Montreal to distributing points in Canada are, where unequal, from one to three cents per hundred pounds higher than the import rates to the same points,—from which it appears, and it is so admitted by the Applicant Company, that there is little or no ground for complaint against the domestic rates on rice in *carloads* from Montreal to points, say, in the Province of Ontario; but the domestic rates on *less-than-carloads* of this commodity call for further consideration.

The domestic rates on rice in *less-than-carloads* (L.C.L.) are very much out of line with the import rates,—say, for example, to Oshawa and Toronto, Guelph, Stratford, London, and Windsor, as follows:—

ON RICE (L.C.L.) FROM MONTREAL.

To Oshawa and Toronto—the domestic rate is higher than the import rate by ten cents per 100 lbs. in summer and 13c. per 100 lbs. in winter.

To Guelph—the domestic rate is 15c. per 100 lbs. higher than the import rate.
To Stratford—the domestic rate is 16c. per 100 lbs. higher than the import rate.
To London—the domestic rate is 18c. per 100 higher than the import rate.
To Windsor—the domestic rate is 21c. per 100 lbs. higher than the import rate.

Further, the domestic rates are much higher on rice (L.C.L.) carried by a Canadian line from Montreal to points in Canada, than they are on rice (L.C.L.) carried by United States and Canadian lines, much greater distances, on joint tariffs, from Boston, New York, and Philadelphia to the same points in Canada. Notice the following points for example:

Toronto—The domestic summer rate on rice (L.C.L.) from Montreal to Toronto is 6c. per 100 lbs. higher than from Boston and New York to Toronto, and 3c. per 100 lbs. higher than it is from Philadelphia to Toronto.

Hamilton—The domestic rate from Montreal to Hamilton is 8c. per 100 lbs. higher than from Boston and New York to Hamilton, and 7c. per 100 lbs. higher than it is from Philadelphia to Hamilton.

Guelph—The domestic rate from Montreal to Guelph is 12c. per 100 lbs. higher than it is from Boston and New York, and 9c. per 100 lbs. higher than it is from Philadelphia to Guelph.

London—The domestic rate from Montreal to London is 17c. per 100 lbs. higher than from Boston and New York to London, and 16c. per 100 lbs. higher than it is from Philadelphia to London.

Chatham and Windsor—The domestic rate from Montreal to Chatham and Windsor is 20c. per 100 lbs. higher than from Boston and New York to Chatham and Windsor, and 19c. per 100 lbs. higher than it is from Philadelphia to Chatham and Windsor.

There is, therefore, it seems, some ground for the complaint against the domestic rate on *less-than-carload-lots*; and the differences above referred to are, I think in a great measure due to differences in classification.

Rice, L. C. L., in the Canadian Classification is third class.

Rice, L. C. L., in the Official Classification is fourth class.

Rice, L. C. L., in the Western Classification is fourth class.

Rice, L. C. L., in the Southern Classification is fifth class.

Double or heavy single sacks in any quantity in the Southern Classification is sixth class.

Railway traffic is undoubtedly heavier in the United States than in Canada; and, therefore, we should, in some cases at least, be willing to allow our railway companies to charge somewhat higher rates than are charged by railway companies in the neighboring Republic; but, giving due weight to this consideration, I am of the opinion that the L. C. L. rates on rice in this country are not proportionate to the differences in circumstances and conditions; and, with the Chief Traffic Officer of the Board, I am of the opinion that the applicant company is entitled to some relief. The question is, how much and in what way it should be given.

Full relief could be given by granting the Applicant L. C. L. commodity rates,—and perhaps both the applicant and the railway companies would perfer that method,—but such a change would tend to disturb the equilibrium between Westbound and Eastbound rates which resulted from the order of the Board No. 3258, dated July 6, 1907 (the International and Toronto Board of Trade Rates Case); many complaints from those who ship east would probably follow; and wholesalers at distributing centres, such as Ottawa, Toronto, and Hamilton would be likely to object to such an arrangement. Hence I think the proper solution of the problem is the recommendation of the Chief Traffic Officer, viz., that the rating of rice, L. C. L., be changed from 3rd class to 4th class in the Canadian Classification; and I so recommend.

The Chief Traffic Officer calls attention to the fact that the following coarse food articles, L. C. L., are now 4th class in the Canadian Classification, namely, pot and pearl barley, split peas, rolled wheat and oats, cornmeal, green coffee, and sugar,—the minimum prices per 100 lbs. of the said articles being about as follows:

Rice (Rangoon)	$ 2.75
Green Coffee	11.50
Sugar (Montreal)	4.85
Pearl Barley	2.90
Pot Barley	1.90
Rolled Wheat	2.75
Split Peas	2.50
Rolled Oats	1.90
Cornmeal	1·80

The change in the Classification will give the applicant company some relief and will leave the Canadian Railway Companies, on account of differences in circumstances and conditions, at least as much margin as they are entitled to over and above the rates charged in the United States. This is clearly shown by the following table:

	Official 4th (Import)	Canadian 3rd (Summer.)	Canadian 4th (Summer.)
Belleville	18	26	21
Toronto	20	30	25
Guelph	21	36	30
London	23	41	34
Windsor	23	44	36

The Chief Commissioner Mabee and Deputy Chief Commissioner concurred.

In Re the Brotherhood of Locomotive Engineers.

The application by the Brotherhood of Locomotive Engineers was that railway companies should remedy certain complaints embodied in a number of resolutions lodged with the Board.

The facts are fully set out in the Judgment of the Chief Commissioner.

Judgment, Chief Commissioner Mabee, November 4, 1910.

In August last the Board received from the Chairman, Mr. Calvin Lawrence, a copy of twelve resolutions passed at a sittings of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers held March 29th,—April 2nd, copies of these were furnished to various railways and the matter came on for hearing at Ottawa on the 3rd November.

The first request was:

"1. That signboards be placed at the side of the railway track defining the limits of cities, towns, and villages, for the guidance and information of the men in train service."

So far as we were able to make out at the discussion, the object of having those boards defining the limits of various municipalities was to enable the enginemen to observe any local bylaws that might be passed prohibiting the sounding of the whistle and the ringing of the bell. Section 275 of the Railway Act, as amended by section 13 of 8 and 9 Edw. VII. provide that "trains shall not pass in or through any thickly peopled portion of any city, town, or village at a speed greater than 10 miles an hour, unless the track is fenced or properly protected in the manner prescribed by the Act, or unless permission is given by some order or regulation of the Board." Section 274 provides that "when a train is approaching a highway crossing at rail level, the engine whistle shall be sounded at least 80 rods before reaching such cross-

ing, and the bell shall be rung continuously from the time of the sounding of the whistle until the engine has crossed such highway." Sub-section 2 provides, that "the above shall not apply to trains approaching such crossing within the limits of cities or towns where municipal bylaws are in force prohibiting such sounding of the whistle and ringing of the bell." They would draw to the attention of the engineer the fact that he was in such a municipality. On the other hand, it is possible for municipalities to pass bylaws prohibiting the sounding of the whistle and ringing of the bell at certain streets. These streets might be a mile or indeed several miles from the municipal boundary where this signboard would be planted, so as to such municipalities the signboard would be of little assistance. The provision, under section 275, as to the fencing of the track, makes it still more difficult. It was said upon the discussion that where bylaws had been passed by different municipalities prohibiting the sounding of the whistle and ringing of the bell, the railway companies furnish to the engineers notice thereof, and also give them the railway mileage where the boundaries of such municipalities begin. It would seem, in the absence of further information, that this ought to be sufficient advice to enable the engineer to be upon his guard and avoid breaking municipal bylaws upon this subject. If, upon the other hand, any specified points are given where such posts should be planted, the Board will give each individual case due consideration, the request as it stands is too broad, and a general order of the kind asked, and made applicable to every city, town, and village in Canada, would be unreasonable.

The second resolution was:

"2. That owing to the liability of accidents and the exposure to the severe cold during our winter season, that a law be enacted preventing the running of locomotives, tender first beyond a distance of ten miles, except in cases of emergency."

It is no doubt a bad practice to run locomotives tender first, where it can be avoided. The difficulty about the Boards dealing with this resolution is that we are not furnished with any specific instances where these practices were in effect. We see no good reason for making orders prohibiting the doing of something that in fact may not be done. We are prepared, unless the contrary is shown, to take it for granted that locomotives are not operated in this way "except in cases of emergency." If, on the other hand, it were established that it was the practice of any road or roads to operate engines by sending them long distances tender first, unless good reason were shown, it probably would be the duty of the Board to interfere; but, from all that was shown upon this application, locomotives are not operated, "except in cases of emergency," in the way suggested: so there exists no necessity for the Board's interference.

The third resolution was:

"3. That a law be enacted requiring railway companies in Canada to equip their locomotives with power headlamps and air bell ringers."

The question of power headlamps has been much discussed in the United States and has been the subject of a great deal of investigation. Some States have given way to the demands of the locomotive engineers and have enacted laws requiring railway companies to use power headlights. Other States have refused. Some railway companies in the United States voluntarily install power headlamps and after a trial abandoned them. Some have been in use upon the Canadian Pacific Railway, but to what extent or with what result was not shown. Before a railroad committee of the senate of Georgia it is said the following conclusions were arrived at:—

"1. That electric headlights do not increase the safety of trains.

"2. They prevent engines of opposing trains distinguishing signals.

"3. They are liable to make red, green and yellow signals, which are signs of danger or caution, appear white or safety signs.

"4. They increase rather than lessen the danger in yards because of their blinding brilliancy.

"5. They daze live stock, causing cattle and horses to stand still on track until struck by locomotives.

"6. They are expensive to install, more expensive to operate and maintain, and have been and are being abandoned by some of the largest railroads in the United States."

In February, 1909, some very interesting experiments were conducted under the supervision of certain officials of the Great Northern Railway, and the results appear in a letter signed by Dr. J. W. Chamberlain, ophthalmic surgeon, of February 27th, 1909, in which he reports many strange miscalling of colours by those whose vision had been affected by coming in contact for various periods of time with these strong power lights. It was admitted by Mr. Lawrence who submitted these resolutions upon behalf of his Brotherhood, that there were divisions of opinion among the engineers themselves as to the benefits that might be expected to flow from the use of these headlights, upon the whole, as this subject matter now stands it would be a grave error in judgment if this Board required all railway companies in Canada—or indeed any of them—to comply with this request.

The request that air bell ringers be established is opposed by the railway companies, but all of the operating officials connected with the railway board are of the opinion that locomotives should be equipped with air bell ringers. These air bell ringers are part of the equipment, we understand, upon most locomotives. We, therefore, are of the opinion that, upon the whole, it seems to be a reasonable request, and locomotives must be so equipped. Nothing was said about the time within which such equipment should be installed. Unless it is thought to be too short, that time may be fixed at, say, six months from this date.

The fourth resoulation was :

> "4. The recognizing of many dangers and the liability of accident in running over portions of the railway unknown to the engineer, that a practical and competent engineer, familiar with the road about to be run over, be placed upon the locomotive in addition to the regular engine crew."

One of the rules that was recently approved of by the Board was that in all cases of this sort a competent pilot should be upon the locomotive. It was said that the custom was to have a conductor, brakeman, or fireman, who was familiar with the road, accompany the engineer upon such occasions. The demand here is that the railway company shall not be permitted to use, as a pilot, a conductor, brakeman or fireman, but that such pilot must be an engineer. This would in effect rescind the rule that has already been approved and gone into effect. It was not shown that the present practice was abused or that any danger or accidents had resulted therefrom, and we are not able to see that it would be fair to interfere with the existing practice and the above rule.

The fifth resolution was:

"5. That owing to the very fatiguing nature of our occupation and the constant demand for vigilance necessary for the faithful performance of our duties as locomotive engineers in handling the commerce of our country and the lives of its citizens, it therefore, follows that we should be provided with clean and comfortable quarters where we may be assured of uninterrupted repose and quiet, in order to prepare ourselves for our important duty. Many terminals, we regret to say, are absolutely unprovided for in this respect. As a class, we do not desire to patronize or frequent places where intoxicants are sold, and we, therefore, ask that the railway companies be required to establish suitable quarters at all terminals, as above mentioned."

This resolution is somewhat indefinite, but upon discussion we understood that it meant that railway companies should be required to establish what are called "bunk houses," or sleeping quarters for engineers and firemen at divisional points. In the

past it has been the custom of railway companies, at divisional points where there were no conveniences at the disposal of the engineers and firemen, to furnish boarding houses or sleeping apartments where these men might get their necessary rest. This largely grew up as a matter of necessity. Railway companies were compelled to establish divisional points at places where there were no hotels or boarding houses, and requiring their engineers and firemen to stop over at these points, it, we presume, and to be reasonable to them that they should furnish comfortable places for them to sleep in. Certainly, however, no legal duty was cast upon the railway companies to establish such quarters. It was done in the interests of humanity and to some extent for the safety of the operation of the railway itself. Mr. Lawrence pressed this demand with much vigour and gave Brockville as an instance where he alleged that the firemen and engineers were inhumanely treated by the Grand Trunk Railway. He said that the bunkhouse there was practically uninhabitable, and that there were no places where these men could obtain comfortable accommodation after leaving their engines; and some of them were compelled to sleep on the engines and they suffered many other hardships. It was said by the railway company that some years ago when the wages of the engineers and firemen were increased, it was upon the understanding—and indeed at the request of the engineers and firemen—that the railway companies should abolish these sleeping places and the men would make provision for their own accommodation. How this all may be is immaterial, because we are clearly of the opinion that the Board has no jurisdiction whatever over the subject matter of this resolution. When the engineer and fireman arrive at a divisional point and turn their engine over to the proper custodian, they are then "off duty." The railway company is under no more obligation to house them than it is to feed them. Section 30 of the Railway Act, gives the Board authority to make orders and regulations requiring proper shelter to be provided for all railway employees when "on duty." When these men are in at divisional points they are not "on duty." This whole matter must be left to the good judgment of those in charge of the operation of railways. It is of no assistance to say that if these men are unable to obtain sufficient rest, the safety of the public is endangered while they are in charge of engines. An engineer or fireman might be in his own home and have his rest disturbed from various causes. When he came on duty it might be said that the safety of the public was endangered; but assuming this, how can the Board control such a situation. The resolution must be disposed of by the simple statement that, the men not being "on duty" during these intervals, the Act confers no jurisdiction whatever upon the Board to deal with the situation.

The Sixth resolution was:

"6. That owing to the absence of landmarks in many of the localities in which our men are employed, and as a guide to inform them of their exact whereabouts in approaching stations, it was unanimously decided to recommend to your honourable body that a large signboard be placed one mile outside of yard limit."

It is no doubt necessary in the opertaion of locomotives that every reasonable facility should be afforded to the engineer that he may know, under all ordinary circumstances, his exact locality. If there are any specific runs on any or all of the railways, and the engineers will furnish to the Board information showing that additional landmarks are necessary owing to the peculiar nature of the locality and surroundings, the Board will deal with such and require, as far as it is able, the railway companies to establish such landmarks as will assist engineers in the safe transportation of their trains. But the difficulty about this resolution is that it is altogether too general. The discussion developed that some railways have these signboards one mile from the station. The request is that they be placed one mile outside of the "yard limit." If this were done, the engineer approaching a yard limit would first find a signboard indicating to him that he was one mile from the yard limit; next, he would approach a signboard showing that he was one mile from the station;

and next he would approach the yard limit signboard. We do not see the necessity for this state of affairs, and it does not seem to be a matter that can be dealt with by one general order or direction. Some localities might require signs or landmarks that in others might be useless or misleading. The better plan to adopt is to deal with each section of the country, or separate run, by itself; and we think that the matter may be disposed of by simply saying that in all individual instances, where necessity exists for additional marking, these will be required, if information thereof is furnished to the Board.

The Seventh resolution was:

"7. That the matter of the removal of all snow cleaning devices from locomotives, which was referred to your honorable body in 1908, be again brought to your attention, as we are firmly of the opinion that such devices should have no place on a locomotive, with the exception of the steel pilot plow now used by the C. P. R. in the mountain districts of British Columbia. These plows do not project above the buffer beam, nor do they touch the rail, and are considered a reinforcement to the pilot."

The Chief Operating Officer does not know what this complaint is particularly directed against, "unless it be the Cross automatic plow, which is attached to the front of the locomotive, and reaches almost up to the headlight, and is lowered and raised as necessity calls for." This plow, he says, "does throw snow all over the cab of the engine and often covers the engine crew with snow." Upon the discussion, Mr. Lawrence was unable to say just what was aimed at, and stated that he would endeavour to obtain some additional information upon the subject. The matter may remain in obeyance until such is furnished, if that course be thought advisable.

The Eight resolutions was:

"8. That we respectfully request the Board of Railway Commissioners to take such action as they may deem advisable to have suitable inspection supplied for all wooden bridges."

This matter was dealt with by Order No. 1146, dated the 2nd of August, 1910, and it was admitted that it met the requirements.

The Ninth resolution was:

"9. That the attention of the Board of Railway Commissioners be called to the fact that many of the modern engines now being built and used in Canada, are totally devoid of any sense of comfort or convenience for the men who are obliged to spend the greater part of their time on them. Everything is apparently sacrificed in order to make them as huge and powerful as possible. As most of them carry at least three hundred pounds pressure per square inch, it means that the men who handle them are separated by only a few inches from a temperature of 387 degrees of heat. To get in position to handle these monsters the engineer is obliged to climb over obstructions in the shape of different parts of the equipment, and wedge himself in the narrow space between the side of the cab and the boiler. Should the engine run off the track and turn off, the engineer has not the slightest chance of escape, and would likely be crushed and scalded to death. Further, that we respectfully ask the Board that they give this matter their most earnest consideration, and endeavour to place some limit on the size of the boiler and cab that will allow for ample room and breathing space. The appliances for operating the engines are not infrequently placed in such very awkward positions that the engineers are at a disadvantage in cases of great emergency. Water-glasses, steam gauges, air gauges and lubricators, which require almost constant attention, are

often found so inconveniently located that the engineer's attention is too long diverted from the track and signals."

This is not a matter, as it stands at present, that the Board can deal with. It was admitted, upon the discussion, that the Brotherhood of Locomotive Engineers had not taken this matter up directly with those who were responsible for the planning and construction of the locomotives that are spoken of. It is not a matter that the Board could deal with by any general order, direction or regulation. Any such would have too far-reaching an effect. The better practice and course to require in connection with matters of this kind is that these things should all be threshed out between the parties directly interested, namely, the engineers and the locomotive designers and builders. If, at any time, any matter arises that the Board has control over, respecting the subject-matter of this complaint, it will be dealt with upon specific information; but it would be idle, with the information now at hand, to attempt to lay down any general regulation dealing in any way with the subject-matter of this resolution.

The tenth resolution was:

"10. That owing to the unclean condition of the working parts, especially the portion under the boiler and between the frames, and the liability to accident by the engineer in attempting to crawl under the engine, between the wheels, to inspect his locomotive, the Board recommends that the engineer be held responsible only for such defects as may be reasonably detected from the outside; and in addition to the inspection by the engineer, the engines shall also be inspected by a competent inspector at all railway terminals, and the engineer not held responsible for any defects which the inspector may find."

The first clause of the above resolution, namely, "that the engineer be held responsible only for such defects as may be reasonably detected from the outside," was admitted, upon the discussion, to be beyond the authority of the Board, and was not pressed.

With respect to the portion of the resolution regarding the inspection of engines, it was contended by Mr. Lawrence that order No. 3245, sec. No. 3, did not meet what was asked; that that clause was limited to inspection as to fire throwing. We understand the engineers are required, when bringing their engines in, to make careful inspection of them and then to enter up in a book kept for that purpose the details of necessary repairs that in their opinion should be made before being put in use again. The request then is that in addition to this inspection there shall be a further inspection by a competent inspector at all terminals, and that the engineer should not be held responsible for any defects which the inspector may find. It was said that the engineers had no desire to evade the inspection that is now required of them, but that for the public and their own safety they desired a further inspection, in addition to their own, by a competent inspector. There is some shew of reason in the contention that the engineer should not be censured if some skilled expert found something wrong which he had overlooked. It might, however, have been something he should have discovered. It might, upon the other hand, be something he might easily overlook. How can the Board say, without a knowledge of the facts of each case, whether he had been guilty of neglect or not. If it happened to be something he should have seen, why should the Board by some regulation free him from all responsibility in the matter?

It did not arise during the discussion, but it may not be out of place in passing to note that in the United States the Brotherhood of Engineers are demanding that they be entirely relieved from inspection both before and at the end of their trips.

We do not think it would be good policy for the Board to intervene in this matter; that it is in the interest of all that engines should be most carefully inspected goes

without saying. As the case stands before us, it does not appear that they are not being properly inspected. It is rather more a request that these important duties should be transferred to other shoulders, and the engineers relieved from all responsibility. If it were shown that they were unable from lack of knowledge, overwork, or from any other cause to make a proper inspection, the case might be different, but these things have not been shown.

The eleventh resolution was:

"11. The Board was of the opinion that as the safety of life and property depends upon the sight and judgment of the men who guide the traffic, and having practical knowledge of the inability, under certain conditions, to obtain more than a partial view of the track and signals, such protection should be afforded as would enable the engineer to at all times have a clear and uninterrupted view ahead. Having examined a model of the 'Quirk Storm Guard or Protectors' and heard the endorsement of one who had used it, they were unanimous in the proposal of recommending to the management of the several Canadian railways a trial of the 'Protector.' The patentee, Mr. T. J. Quirk, 183 Front St. East, Dunkirk, N.Y., will be glad to furnish sketches or any information desired."

This Board has no information as to what the "Quirk Storm Guard or Protector" is. There is no doubt that it is the duty of railway companies, and we have no hesitation in saying that we believe it is their desire, to furnish the best possible protection to those occupying so important a position as that of engineer or fireman. If this storm protector is what it is claimed to be, we have no doubt the railway companies will see that it is given a trial. If it is ascertained that it affords protection and is of assistance in the operation of the engine, and railway companies refuse to install it, or some other equally good protector, it will then be time for the Board to interfere. In the meantime, it does not appear that any request has been made to the railway companies or that the existence of this particular protector has been called to their attention. Those in charge of the operation of railways should have an opportunity, first to ascertain what this particular protector is, and if it is efficient, then to have it or some other efficient protector installed.

The twelfth resolution was:

"12. That owing to the fact that not infrequently an employee of the railway company is injured, through no fault of his own, and the railway company's officials eventually refer him to their claims agent, who usually requests the employee to wait until such time as he is completely recovered before making a settlement, thus requiring him, in many cases, to become indebted for the necessities of life for himself and family. The Board, therefore, agreed unanimously to request that monthly payment of a sum at least equal to that which he would have earned, should be made to injured employees."

It was not urged, upon the discussion, that this was a matter in any way under the jurisdiction of the Board.

Assistant Chief Commissioner Scott and Commissioners Mills and McLean concurred.

In re Town of Smith's Falls and Canadian Pacific Railway Company

Certain residents of the Town applied to amend, alter, or rescind an Order of the Board dated June 29th, 1910, confirming an agreement entered into between the Town and the Railway Company in regard to the protection and closing of certain streets, and approving the works covered by the agreement.

Judgment, Chief Commissioner Mabee, November 7, 1910.

Messrs. W. H. Bolton, Fred W. Wilson, B. A. Condie, John Code, C. C. Fowlie, H. H. Kirkland, and other residents of the town of Smith's Falls, applied to the Board for an order directing that a certain order, bearing date the 29th day of June, 1910, be amended, altered or rescinded, or for such other order as the Board might deem proper. The matter was urged with much feeling, both by counsel as well as the interested parties themselves, and it is proper that a detailed account of all the proceedings, which led up to the marking of the above-mentioned order, should be given.

In response to a request from the Board, the Canadian Pacific Railway Company, in the month of October, 1909, in connection with a large number of other crossings upon that system, reported to the Board heavy train and switching movements over George Street, in the town of Smith's Falls. On the 30th November, 1909, the secretary of the Board communicated to the town clerk of Smith's Falls the fact that the Board was having the grade crossing of the Canadian Pacific Railway on George Street inspected, and that it proposed to take up the question of the separation of the grade at the sittings of the Board on the 4th of January, 1910. On the 8th of December, 1909, the Board received a letter from the Mayor of Smith's Falls acknowledging receipt of the Secretary's notice and stating that there were two other crossings at least as dangerous, if not more so, than George Street; that at Montague Street there had been loss of life on several occasions, and at Chambers Street loss of life once; and stated that it would be well for the Board to take up the whole question instead of the least important part of it. That three of the crossings were right in the Canadian Pacific Railway Company's yard and the other one was outside.

On the 4th of January, 1910, assistant engineer Simmons reported to the Board that he had made an inspection of the George Street crossing on the 14th of December, 1909, and that he was of the opinion that it should be protected by gates and a watchman, on account of the great amount of shunting and the poor view of trains.

On the 4th of January, 1910, the matter came up before the Board, and there were a number of gentlemen from Smith's Falls present at that meeting. It was stated, upon behalf of the Railway Company, that there had been some informal discussion with the individual members of the Council of the Town of Smith's Falls with a view of coming to an arrangement that would eliminate five grade crossings, and it was suggested that further opportunity be given to negotiate with the Council respecting those matters. The question of dealing with George Street was discussed, and some of the gentlemen present, residents of Smith's Falls, objected to anything being done that would lead to the closing of George Street. One person said that if they cut off that street the residents and landowners in a certain section of the town would be shut off from everything. Another one said: "If you cut George Street off you will cut us off, and our places by that time will not be worth 50 per cent. of what they are to-day." In order that the matter might be further discussed between the Railway Company, the Council, and the parties interested, the matter was adjourned until the March meeting of the Board.

On the 23rd of February, the general solicitor for the Canadian Pacific Railway Company wrote that negotiations were proceeding, and that considerable progress had been made, and asked for a postponement of the hearing to enable arrangements to be completed with the town authorities. The following day the secretary advised the general solicitor of the railway company that his request could not be acceded to, unless the town authorities consented. On the 25th of February the solicitor wrote that he was instructed that the town was desirous that the matter be adjourned, and on the following day a letter was received from the Mayor agreeing to the postponement, if the Board saw fit. On the 1st of March the matter was adjoured to the May sittings and the parties so advised.

On the 3rd of May the matter came up again, the Mayor and some of the aldermen being present, as well as counsel representing the town. The matter was discussed at great length. The railway company had made a written offer to the town as follows:—

"That this company will, at its own expense, construct the superstructure and retaining walls of the subway where Cornelia Street crosses its right-of-way, as shown on plan. The company will also construct an overhead foot-bridge across its right-of-way at George Street, instead of the subway shewn on the plan, and will maintain said foot-bridge with the steel work in connection with it. The company will also construct a sidewalk, with a rail along the sidewalk, where the same is higher than the roadway, and will also construct a suitable railing on the top of the subway, on both sides, within its right-of-way. In consideration of the above, the town will close Beckwith Street, Cornelia Street, Montague Street, Helen Street, and George Street, where the same cross the company's right-of-way, and will convey the land now included in such streets, except where occupied by the subway, to the company. The town will also build and maintain a sewer to properly drain the subway. The town will also save the company harmless from any liability in connection with claims for damage to property of whatsoever nature on account of the subway, the bridge, and the closing of the said streets."

The whole question of closing George, Cornelia, Beckwith, and the other streets affected, was fully discussed before the Board by those representing the railway and the municipal authorities and their counsel. The town authorities were strenuously objecting to making the town responsible for the damages that might flow from the construction of the subway and the foot-bridge, as well as the closing of the various streets. The matter was left in this way:—

Hon. Mr. MABEE.—"Then will it meet with everybody's approval if we defer further consideration, as far as we are concerned, until the first Tuesday in June, on the understanding that the town and the representatives of the company in the meantime shall endeavour to work the thing out in some satisfactory way; and if all points of difference cannot be covered by an agreement, then on the first Tuesday in June we should be called upon to settle only such matters as the parties interested have not been able to adjust."

On the first Tuesday in June, there appeared before the Board the general solicitor for the railway company, the counsel for the town of Smith's Falls, together with the mayor and one of the councillors.The Board was informed that an agreement had been made with the town and that it had, on the 6th of June, been signed by the town. That it had been handed to the solicitor that morning and was to be completed by the company the next day. The plans referred to in the agreement had not then been completed, but were to be filed during that week. The Board then disposed of the matter by directing that an order go confirming the agreement between the parties and approving the works covered thereby, plans to be filed for approval within ten days.

On the 16th of June the railway company made an application for leave to construct a subway on Cornelia Street and an overhead bridge on George Street, pursuant to the agreement of June 6th, which in the meantime had been filed. On the 21st of June, these plans were approved by the chief engineer of the Board. On the 27th of June a consent was filed on behalf of the town, to an order being made authorizing the construction and maintenance of the works set out in the railway company's application in accordance with the provisions of the agreement and approval of the plans. On the 29th June, the order was made which is now in question. Nothing further was heard in connection with the matter until the 7th October, when a letter was received from Mr. George E. Kidd, K.C., on behalf of about forty residents of the town of Smith's Falls, asking for a hearing, and this was followed by a formal application which was filed with the Board on the 27th of October.

It appears from the discussion and from what was said by the parties at the hearing, that the closing of Beckwith and George Streets, and possibly some of the other streets, will prejudicially affect a good many land-owners in the town of Smith's Falls, and the Board was pressed very strongly, upon behalf of those interested, to modify or vary its order and interfere with the agreement that had been made between the town council and the railway company.

The question now for determination is not whether the Board, in the exercise of its own judgment, would have made an order upon the lines of the agreement in question, even if it had the authority and jurisdiction to do so; but the question is whether this agreement, entered into after so much negotiation and consideration, should not be now allowed to have its full effect.

It was stated, upon behalf of some of these land-owners, that they were not aware of what their council was doing. That they had been told from time to time by the council that they would be given notice before the agreement was completed. Be this as it may, it is apparent that this matter must have been pretty well known in the town. It was stated that a committee of the Smith's Falls Board of Trade acted in conjunction with a committee of the town council in connection with determining the terms of this agreement. The various negotiations extended over many months, and it would seem that the fact of these matters being then pending was pretty well known throughout the town.

The agreement, a copy of which was filed with the Board, provides that the railway company will, at its own expense, construct and maintain a subway 24 feet in width, with a clearance of 13 feet in the centre of Cornelia Street where the same is crossed by the right-of-way of the railway, including the necessary retaining walls of that portion of the subway and approaches which shall be within the limits of the right-of-way, and all works necessary to carry its tracks over the same, the necessary retaining walls of such portions of the subway as shall be outside of its right-of-way, together with suitable railings along the top; a concrete sidewalk 4 feet, 8 inches in width along the southerly side of that portion of the subway, which shall be within the limits of its right-of-way; a suitable railing along the outer edge of such portion of the sidewalk (whether within or without its right-of-way), as shall be more than one foot higher than the level of the roadway of the subway adjoining the walk. A steel overhead foot-bridge across the right-of-way and tracks of the railway where the same crosses George Street, eight feet in width, will convey to the corporation, for use as a street connecting Helen and Montague Street, a strip of land forty feet in width, lying between these streets and to the west of its right-of-way, as shown in brown on the plan. Will convey to the corporation, for use as a street, connecting Anne and George Streets, a strip of land forty feet in width, lying between these two streets to the east of its right-of-way, as shown in brown. Will assume all damages to property which may be legally recoverable by any person or persons owing to the carrying out of the works herein provided for, or as to the closing of the streets hereinafter mentioned, or any of them, and would from time to time and at all times hereafter well and truly save, defend, and keep harmless the corporation from and against all such damages to property and all costs and expense in connection with any actions at law or proceedings brought to recover same, which the said corporation may, at any time or times hereafter, bear, sustain, suffer or be at for or by reason of or on account of the carrying out of the said works and the closing of the said streets or any of them, or anything in any manner relating thereto. The corporation agreed at its own expense to construct and maintain the roadway of the subway and approaches, and those portions of the sidewalk along the south side of the subway, which should be outside the limits of the railway company's right-of-way. To maintain that portion of the sidewalk within the limits of the right-of-way, and the whole of the railings along the outer edge of the sidewalk; also those portions of the retaining walls of the subway which should be outside of the limits of the right-of-way, together with the

railings along the edge thereof. To construct and maintain in proper order and condition the necessary connection with its system of sewage to properly drain the subway. To maintain the overhead foot-bridge on George Street. To forthwith, after the completion of the subway and overhead foot-bridge, give all notices, pass all by-laws and take all such other steps and proceedings of whatsoever nature as might be necessary for stopping up the following streets, namely, George, Anne, Montague, Helen, Cornelia, and Beckwith, and for selling to the railway company those portions of the said streets as were within the limits of the right-of-way, except that portion of Cornelia Street occupied by the subway; and to convey, by good and sufficient deed or deeds, in fee simple, all of those portions of the said streets except Cornelia. To forthwith, after the conveyance to it by the company of the two strips of land above mentioned, give all notices, pass all by-laws, and take all such other steps and proceedings as might be necessary to properly inspect, open up, constitute, and establish as public highways, these two streets, and to maintain them when so established.

Then the railway company and the municipality mutually agreed that the detailed plans of the subway and overhead foot-bridge should be prepared by the railway company and submitted to the Board for approval. That either of the parties would, upon the request of the other, consent to the granting of an order by this Board approving and sanctioning the various works and matters. That if the corporation should, at any time hereafter, desire the construction of a subway under the railway at Beckwith Street, the company would not oppose such construction by reason of anything contained in the agreement.

The streets which the council has agreed to close, and referred to in the above agreement, are the same streets that the railway company all along were insisting should be closed; so that in so far as the closing of the streets is concerned in the outcome, the town authorities have acceded to the contentions advanced by the railway company.

In looking at the agreement and the offer which was originally made by the railway company, there appears, however, to be a serious matter upon which the railway company has given way to the town authorities, and that is as to who shall bear all the land damages that may be recoverable consequent upon the closing of these streets and the construction of these works. In its offer to the council, above referred to, the proposition was that the town should recompense all land-owners who were injured. The agreement provides that the railway company shall bear all these damages. It was urged before us, upon the present application, that these damages would be very heavy; indeed the principal argument adduced to us with a view to having the order interfered with was that a very large number of property owners would be very seriously injured and their land damaged by reason of the closing of these streets or some of them. As we understand the provisions of the Municipal Act, the town council has vested in it, under certain conditions, the authority to close streets. The town council, in this instance, in agreeing to close these streets has done everything in its power to protect all of the land-owners whose holdings may be injuriously affected by either the closing of the streets or the construction of the subway or foot-bridge. It has also succeeded in relieving the town from paying anything under this head of liability, and it has as a result of the negotiations, succeeded in having the railway company withdraw that portion of its original offer, and itself undertake the burden of paying all land damages.

It was urged before us that these land-owners would not be able to recover full compensation for the injury done to their holdings. It seems impossible for us to accede to this contention. A tribunal may be called into existence, under the provisions of the Municipal Act, for the settlement of all of these various claims for injury. We must assume that that tribunal will see that each land-owner who has sustained damage will receive the full measure of his loss; and proceeding upon that assumption how can we say that the council has surrendered to the railway company

or made an agreement with the railway company, that will work to the serious injury and loss of some or many of the citizens of Smith's Falls. We think it unfortunate that some arrangement could not have been made for the speedy and economical settlement of these claims for damage, but the suggestion made by the Board during the discussion did not seem to be acceptable to all concerned; and so we have no alternative but to leave the parties to their legal rights to have the amount of their various claims settled by the proper tribunal. The agreement, upon the whole, is not one that the Board, at this stage at any rate, should interfere with.

It was said that the railway company had expended something like ten thousand dollars in excavation for the subway. We have then an agreement made after long and careful negotiation, apparently legally executed by the parties, and a large sum of money expended under it by the railway company; and bearing in mind that the agreement itself provides that every land-owner who may sustain damage shall be recompensed, it would seem absurd that the Board should interfere or in any way vary the order which was made upon the application for the construction of the works.

In re Lord's Day Act and Canadian Pacific Railway Company.

The Canadian Pacific Railway Company applied, under sub-sections (1) and (x) of Sections 3 and 12 of the Lord's Day Act, R.S.C. Cap. 153, for an Order permitting certain work to be done on its steamers and trains at Owen Sound and Fort William, Ontario, on the Lord's Day, in order to prevent undue delay to through traffic upon its line of railway.

Judgment, Assistant Chief Commissioner Scott, November 10, 1910.

Under sub-section (x) of section 12 of the Lord's Day Act, ch. 153, R.S.C., the Canadian Pacific Railway Company applies to the Board for an order authorizing the company, its servants, workmen and agents to do on the Lord's Day any work, necessarily incidental to the loading, unloading and trans-shipping of freight and merchandise between steamers and trains of the said company at Owen Sound and Fort William, Ontario, and the coaling of said steamers and the forwarding of the said freight and merchandise to their respective destinations in Canada for the purpose of preventing undue delay to through freight traffic upon its line of railway.

In connection with its railway, the Canadian Pacific Railway Company has a fleet of five steamers plying between Fort William and Owen Sound. These steamers are primarily for passenger trade and the evidence is that they carry something like 25,000 passengers in a year. These passengers are not persons who go from Owen Sound to Fort William or vice versa, as local passengers, but are through passengers, many of them from countries in Europe bound to destinations in Asia or Australia. There are also amongst these passengers large numbers of settlers bound to points in the Canadian West.

The traffic is all or practically all, through traffic, and were it confined to the local traffic between Fort William and Owen Sound it would be of very small proportions indeed.

In connection with their passenger business, the Canadian Pacific Railway Company also carry freight on these steamers which, of course, is the custom with practically all of the passenger steamboat lines. The freight carried from the east to the west is general merchandise, and the freight from the west to the east is grain and grain products such as flour. The schedule put in by the company of the sailings of their five steamers shows that it is necessary for some of their steamers to arrive at or depart from Owen Sound and Fort William, on Sunday. The evidence is that it takes over 50 hours to unload coal up and reload a steamer at Owen Sound, and the Steamer *Keewatin* has been taken as an example. This steamer arrives at Owen Sound on Sunday morning at 8 o'clock, and she leaves the

following Tuesday at half-past one o'clock, which is something like an interval of 53½ hours. The evidence is that that steamer must be unloaded on Sunday if she is to be ready to go out again on the Tuesday. It has been suggested that the work on the steamers should be prohibited between the hours of six o'clock on Sunday morning and 8 o'clock on Sunday evening. The evidence is clear that the railway company would not be able to continue operating these five steamers if that time were deducted from the time that they have to load and unload their vessels during the stay in port.

I am personally in entire sympathy with the spirit of the Lord's Day Act, which prevents all undue labour on the Lord's Day. The Parliament of Canada in passing that Act has recognized that passenger travel should not be interfered with by the operation of this legislation. That is made clear by several sections in the Act. Sub-section (i) of section 12 permits the loading and unloading of merchandise at intermediate points on or from passenger boats or passenger trains, showing that it was the intention of Parliament, as I take it, to permit the carrying of passengers on boats on the Lord's Day.

Section 3 refers to railways, but it shows the intention of Parliament to be that passengers whether by rail or by boat were not to be stopped on the Lord's Day by reason of the requirements of this Act. It is apparent that the criterion set up by sub-section (x) of section 12 is that work may be permitted where it is necessary to prevent undue delay, and it would seem to me that it is necessary to prevent undue delay, to permit the loading or unloading of these vessels on Sunday. Bearing in mind the time it takes to unload a vessel and prepare her for sailing again, it seems to me that we cannot limit the hours on Sunday. In order to prevent undue delay to the passenger traffic, it is in my opinion that these vessels will have to be permitted to load and unload the necessary freight which goes with the passenger traffic on these boats, during the Lord's Day, and the coaling of the steamers is also of course necessary in order to enable them to proceed on their voyage.

With regard to the latter portion of the application of the C.P.R. in which it is said:—

"And the forwarding of the freight and merchandise to their respective destinations in Canada for the purpose of preventing undue delay to freight traffic upon its line of railway," the railway company in its evidence has not addressed itself to that point, and I presume at the moment, they are not urging it. The boat traffic is what we are dealing with and the Board will only allow such traffic on the Lord's Day in connection with the loading and unloading of the boats as is necessary to permit these boats to be ready to proceed on their journey on the schedule time.

Therefore, the movement of trains is not included in this, except as was pointed out by the witness, Mr. Simpson, where an engine is necessary in connection with the loading of the boat such as the pushing of the cars along, so that the car may come opposite the part of the boat where the merchandise is to be transferred on to it.

An order will therefore go granting the application of this company in so far as it affects the loading and unloading and coaling of these steamers on the Lord's Day either at Fort William or Owen Sound or at both ports and the work necessarily incidental thereto.

Dr. Mills points out that taking the time a boat is in port from Sunday at 8 in the morning until Monday at 8 in the morning it is twenty-four hours, from Monday at 8 in the morning until Tuesay at 8 in the morning it is twenty-four hours, and from Tuesday at 8 in the morning until half-past one in the afternoon it is 5½ hours, giving a total of 53½ hours that the boat is in port, if you deduct from that the 14 hours' rest on Sunday, suggested by Mr. Telford, viz: From 6 in the morning until 8 in the afternoon, it would only leave 39½ hours, and the Board is

satisfied that the work could not be done in that 39½ hours. Therefore, while we would like to order some such limitation, we are unable to do so under existing conditions.

Mr. Commissioner Mills concurred.

The following order was made:—

"It is Ordered that permission be, and it is hereby, granted the applicant company, its servants, workmen, agents, or officers, in order to prevent undue delay to its passenger steamers running between Owen Sound and Fort William, in the Province of Ontario, to do on the Lord's Day any work necessarily incidental to the loading or unloading of freight and merchandise upon or from the said steamers, or the trans-shipping of freight and merchandise between the said steamers and cars of the applicant company at Owen Sound and Fort William, Ontario, and the coaling of the said steamers at Owen Sound."

New Westminster and Surrey Board of Trade v. Great Northern Railway Company.

The complaint was that the respondent railway company started its morning train at 8 a.m. instead of 7 a.m. as formerly, and did not stop at all regular and flag stations and other stopping places on the Guichon Branch, or transfer cars containing market produce from its main line to the market place immediately upon the arrival of its train at New Westminster, with the result, as the complainants alleged, that the farmers living on the Port Guichon Branch by these changes were either compelled to stop daily shipments of milk and other farm produce to the Westminster market, or if able to do so their shipments arrived too late.

Judgment, Mr. Commissioner Mills, November 11th, 1910.

"In consequence of complaints made by the parties above-mentioned and others, Mr. A. J. Nixon, the Chief Operating Officer of the Board, visited the locality about a year ago, inspected the lines of railway owned or operated by the Great Northern Railway Company, heard all that the complainants and the representatives of the Railway Company had to say, and reported with recommendations,—after which two orders were issued: No. 9115, regarding the condition of portions of the roadbed and tracks of the New Westminster Southern and the Vancouver, Victoria & Eastern Railways (both operated by the Great Northern Railway Company), south of the Fraser River; and No. 9342, dealing with the train service on the said railways at New Westminster and south of the said river.

In accordance with the above orders, the Railway Company made necessary improvements in the portions of the lines that had been complained of, and changed the service in accordance with the suggestions and recommendations of the Chief Operating Officer.

After the improvements in the road and the service, the complainants seemed to be satisfied; and so far as we have heard, all went well till the 30th of May last, when Mr. C. W. T. Piper, of Vancouver, complained of long and very frequent delays in the arrival of the morning train at New Westminster, on its way to Vancouver.

There was admittedly good ground for Mr. Piper's complaint. It is not denied that for some time prior to the complaint, the train in question was nearly always three-quarters of an hour to an hour, and in some instances much longer, behind its schedule time in arriving at New Westminster, and more so in arriving at Vancouver. Such delays constitute a grievance; and, under circumstances of this kind, the patrons of a railway, especially business men, have a right to complain. Up to the time referred to, the Great Northern Railway Company had made the time-tables regulating the service given by it in the Province of British Columbia; and it was natural to expect that, with fairly efficient management, it could avoid the failure to run its regular passenger trains on, or nearly on, its published schedule time.

Unexpected Changes.

An appeal regarding the above matter was made to the Board; and, while it was under consideration, the Railway Company, complainants say without notice, made a couple of very serious changes,—changes which, no doubt, relieved the Company of certain difficulties, and possibly removed the grounds for the complaint about the lateness of the westbound morning train in arriving at New Westminster and Vancouver, but which did undoubted damage to several patrons of the road and produced great dissatisfaction.

One of the changes was the cutting out of a number of stops on the Guichon branch of the Vancouver, Victoria and Eastern Railway, which runs east from Point Guichon on the Gulf of Georgia to Cloverdale, where it connects with the New Westminister Southern Railway, which runs through Cloverdale, north and then west, to New Westminster; and as might be expected, the cutting out of these stops gave great offence and caused much bitter complaint.

It appears from evidence given at the hearing and from information obtained by Mr. Nixon at the time of his inspection, that when the railway company was negotiating for the right of way for the Guichon branch, it agreed with some of the landowners to establish stopping-places at certain points as a consideration to be taken into account in the sale or free gift of the land required by the company. The company constructed platforms for the loading and unloading of goods at these stopping-places; and at a number of other places on the said branch, it constructed similar platforms, with or without small buildings for the shelter of passengers and the protection of goods,—all the latter, no doubt, with a view to create traffic in what is said to be one of the best farming districts in the Dominion of Canada. The company thus established a very considerable number of stopping-places within a comparatively short distance; and, after a time, it apparently became anxious to reduce the number. Hence the cutting out on the 2nd of July last, with the trouble and complaints that followed.

The farmers along the Guichon branch were growing a variety of farm produce and producing a large quantity of milk, which was shipped daily to New Westminster. Most of those whose stations or stopping-places were cut out had to give up their milk business for the time being; and those who were still in a position to continue that part of their business, met with a new difficulty in marketing their produce, because the other change then made by the company was the abandonment of its practice of backing its morning train at New Westminster from the station at the Fraser-River Bridge, along the water-front, or bank of the said river, about half a mile, to drop off its milk—and general produce-car or cars opposite the market place in the City of New Westminster, before proceeding on its way to Vancouver,—with the result that the said produce, more especially the milk, shipped by the farmers who were still able to continue that part of their business along the Guichon Branch, was too late in reaching the New Westminster market.

PRESENT COMPLAINTS.

As the outcome of these changes, we have the complaints of individual farmers, the Surrey Board of Trade, and the New Westminster Board of Trade, heard at Vancouver on the 8th of September, 1910.

Since the hearing, Mr. Nixon, who understands the whole situation, has considered the changes made by the company, the complaints resulting therefrom, the grounds for the complaints, and the exigencies of the traffic on the railway, with all the demands made upon it—Mr. Nixon has, I repeat, given the whole question due consideration, and his final report is as follows:

"Referring to the complaint of the Consolidated Boards of Trade of "British Columbia regarding train service on the line of the Great Northern, "particularly referring to the service from Point Guichon to New Westminster, "and the handling of produce, etc., from the Great Northern main line station "at New Westminster to the market."

"You will note from my letter of October 15th, to General Superinten- "dent Brown of the Great Northern, that I asked what objections the company "has to starting its train from Point Guichon at 7 a.m. as was fromerly done, "and have its New Westminster yard engine handle freight, including market "produce, etc., from its main line station at New Westminster to the market "*immediately* upon the arrival of the train from Point Guichon."

"By this arrangement, the passengers from points between Dumas, "Huntingdon, Hazelmere, and Point Guichon for Vancouver would not be "delayed by the train running from the main line station to the market, and "the company would thereby meet the wishes of Vancouver passengers who "formerly complained of the delay at New Westminster; and, at the same time, "would give the people going to New Westminster market the benefit of its "service, by using the yard engine to handle freight from the main line station "to the market *immediately* upon the arrival of the Point Guichon train."

"This arrangement will, I think, be satisfactory."

CONCLUSION.

After this hasty review of the situation—the facts and circumstances of the case—it may properly be said that the railway company voluntarily established all the stations, or stopping-places on the Guichon Branch of the Vancouver, Victoria and Eastern Railway, some by agreement and others in the exercise of its own judgment or at the solicitation of its patrons; that the farmers who live near this branch have made investments which they would not have made but for the existence and regular use of the said stopping-places since the road was opened; that the traffic on the said branch cannot be developed and increased as it should be, unless the stopping-places in question are re-opened and farmers produce, especially their milk, is transferred as formerly from the station beside the Fraser-River bridge, over the tracks of the Vancouver, Victoria and Eastern Railway to the market place in the City of New Westminster; and that the Great Northern Railway Company, by starting its morning train from Point Guichon at 7 a.m. instead of 8 a.m., and using its yard engine in New Westminster, as suggested by Mr. Nixon, for the transfer of milk, etc., from the morning Guichon train to the market place in New Westminster, can remove the grievances complained of and thereby increase its revenue from the Guichon branch in the system of railways owned or operated by it.

Therefore, my judgment is that an order should go requiring the Great Northern Railway Company, within thirty days from the 25th of November instant, to start its morning train from Guichon at 7 a.m.; stop its train as formerly (prior to the 2nd July, 1910) at all regular stations, flag stations, and stopping-places between Point Guichon and Cloverdale, including Embrey Road, Oliver, Alluvia, and Surrey; and use its yard engine in New Westminster to transfer, *promptly*, and with *due despatch*, all cars containing milk or other farm produce for the New Westminster market,*immediately* upon the arrival of the morning passenger train at or near the station adjacent to the north end of the bridge across the Fraser River.

Further, I would recommend that the said railway company be required to construct and complete, not later than the 15th day of December, 1910, a good

road of the usual width over or across its right of way to its Hazelmere Station, as suggested by the representative of the Surrey Board of Trade at the recent hearing in Vancouver.

Chief Commissioner Mabee concurred.

The following Order was made:

1. That the Great Northern Railway Company, within thirty days from the 25th November, 1910, start its morning train from Guichon at 7 a.m.; stop its trains as it did prior to the 2nd July, 1910, at all regular stations, flag stations, and stopping places between Point Guichon and Cloverdale, including Embrey Road, Oliver, Alluvia and Surrey; and use its yard engine in New Westminster, to transfer, promptly and with due despatch, all cars containing milk or other farm produce for the New Westminster market, immediately upon the arrival of the morning passenger train at or near the station adjacent to the north end of the bridge across the Fraser River.

2. That the said railway company construct and complete not later than the 15th day of December, 1910, a good road of the usual width over or across its right-of-way to its Hazelmere station.

Michigan Sugar Company v. Chatham, Wallaceburg & Lake Erie Railway Company.

The complaint was that the tolls charged by the respondent company on sugar beets were excessive and unjustly discriminatory compared with those charged to the Dominion Sugar Company.

Judgment, Mr. Commissioner McLean, November 22nd, 1910.

The applicant sugar company operates a plant at Croswell, Michigan, for the manufacture of sugar from sugar beets. During the present year, it has made arrangements for obtaining sugar beets along the line of the Chatham, Wallaceburg & Lake Erie Railway Company, hereinafter spoken of as the railway company, which runs through the county of Kent from Wallaceburg to Chatham and thence to Erie Beach on Lake Erie. In the statistical returns of the Department of Railways and Canals for the year ending June, 1909, the length of this railway is given as 34 miles. The report of the Department does not give details regarding tonnage, but some matter bearing on this, which was developed at the hearing in Toronto, will later be considered.

The railway company has, since a period beginning about 1902, been engaged as part of its railway business in transporting sugar beets from the stations along its line to the factory of the Dominion Sugar Company located at Wallaceburg. The applicant company also purchases sugar beets from various growers along the line of the railway company. The following are the more important conditions imposed by the applicant company on those from whom it purchases beets:—

"About 18 pounds of seed per acre shall be planted, which shall be furnished free by the Michigan Sugar Company.

"The beets are to be given due care, and as far as practicable the undersigned will follow instructions in regard to selecting and preparing the soil, seeding, caring for and harvesting the crop. The beets will be paid for at the rate of four and fifty one-hundredths dollars ($4.50) per ton, delivered on the cars or in pits as the company may direct.

"Said beets shall be harvested and delivered by the grower to the company at such times and in such quantities as may be directed by the company, allowing each grower his pro-rata amount. The company will not be liable to receive or pay for beets which are rotten or otherwise unfit or undesirable for making sugar.

"Beets will be received and pitted at weigh station, unless cars are furnished for shipment.

"Payment to be made on the 15th of the month following the delivery of the beets.

"All beets grown and delivered under this contract shall be weighed and tared at.....

"This contract not valid until signed by an officer of the company or its agriculturist, and no agent of the company has any authority to change or alter the terms and conditions of this contract."

The applicant company pays the freight rates from the point on the railway where the beets are accepted from the grower.

The policy of the Dominion Sugar Company is to pay on the percentage basis, that is to say, the sugar beets are shipped by the grower who pays the freight to the sugar factory at Wallaceburg, and a payment is made based on the percentage of saccharine matter contained in the beet. It was alleged at the hearing that the percentage policy resulted in a higher price being paid to the grower, and this position was not contested by Mr. Scranton of the applicant sugar company, who was present and gave evidence.

It is complained that the railway company charges from its various stations to the plant of the Dominion Sugar Company at Wallaceburg a rate of 35 cents per ton, while it charges higher rates on a movement from points on its railway to Wallaceburg on sugar beets destined to the applicant company's plant at Croswell, the said rates being set out in the application, as follows:—

From

"Marden, Stephens, and Dover Centre, 39c. per ton.

"Stringer, Bourke, Pain Court Junction and Paxton, 46c. per ton.

"Chatham, Huffs and Blakely, 52c."

The railway company admits that these are the rates quoted by applicant company. It further admits that it quotes the Dominion Sugar Company rates of 30, 35 and 40 cents per ton according to distance.

It is to be remembered that at Wallaceburg the sugar beets destined to Croswell, Michigan, are taken over and handled by the Pere Marquette Railway thence to destination. The traffic moves at present under a joint tariff of the Chatham, Wallaceburg & Lake Erie and the Pere Marquette. Although it was contended by counsel for the railway company that the Pere Marquette should be joined as a party, counsel for the applicant company stated in substance that it being admitted by the railway company that its portion of the joint rate was as complained of, the attack was against this portion.

The complaint of the applicant company alleged that the rates charged it were excessive and discriminatory as compared with those charged the Dominion Sugar Company. Counsel for the applicant company devoted his attention to the question of discrimination. Counsel for the railway company submitted some material in rebuttal of the charge that the rates were excessive. This was done by making comparison with the tariffs charged by other railways; for example (Evidence, Volume 115, page 12763), he referred to Grand Trunk tariff C. R. C. 421, which shows a minimum rate of 2½ cents per 100 lbs., on sugar beets. Reference was also made to the tariffs of other railway companies, and it was alleged that the rates of the railway company on this class of traffic, in the case of the applicant company, were not excessive as compared with those charged on steam roads. To what extent the rates charged on steam railways are to be taken as a criterion of the reasonableness of the rates charged on electric railways, is a question which has not yet been thoroughly developed, and was not so placed before the Board at the hearing in Toronto that it can be said to what extent such comparisons are germane. As a matter of fact, the justification of the reasonableness of the rates charged the applicant company was, to a considerable extent, by the way. Counsel for the railway company devoted his argument to an attempt to prove that while there was a discrimination, it was not either

an undue preference or unjust discrimination. It is on this point that the parties in the matter joined issue.

It is contended by the railway company that it should be permitted to take into consideration in making its rates the fact that in the case of the Dominion Sugar Company the railway is shipping sugar beets to a factory located on its own line, while in the case of the applicant sugar company no such condition exists. It is stated that even with the present rates charged the Dominion Sugar Company, the return is low and inadequate, and that it could not afford to continue these rates inbound were it not for the more profitable rates on the outbound shipments of refined sugar and the by-products, such as pulp, beet-meal, &c. Further, there is an arrangement under clause 135 of the customs tariff whereby sugar refineries are entitled to import into Canada, free of duty, raw sugar to refine at their factories, to the amount of two pounds of raw sugar to one pound of sugar refined from home-grown beets; and it is alleged that for a number of years the Dominion Sugar Company has so imported raw sugar from Great Britain, and that this traffic must also be considered in connection with the sugar-beet rates.

The sugar traffic of the railway is manifestly very important. The statement submitted at the hearing shows the following revenue from sugar:—

"Total freight revenue from July 1st, 1909, to June 30, 1910,	$26,152.23
Revenue on Sugar Beets	4,395.89
Revenue on Refined Sugar	6,323.00
Revenue on Raw Sugar	4,662.28
	$15,381.17

Revenue on Dominion Sugar Company's business in comparison with the total revenue of all freight for the above mentioned time is equal to 58·81 per cent."

The figures presented do not cover the sugar beet "campaign" of 1910, which began subsequent to the hearing in Toronto, since it was only in the campaign of 1910 that the applicant company began to ship,—it appears that in the year 1909-1910 some 58 per cent of the freight revenue of the railway company came from sugar beet and sugar inbound and outbound to and from the Dominion Sugar Company.

It is obvious that while "the substantially similar circumstances and conditions" referred to in section 315 may be described, they cannot be exactly defined. Reference to the earlier decisions of this Board, as well as to decisions of the English Railway and Canal Commission and of the Interstate Commerce Commission, give examples of particular circumstances and conditions to be considered; but it is obvious that the matter of discrimination must be looked at in the light of the particular facts of a particular case.

In the Brant Milling Company's case 4 Can. Ry. Cas. 268, the late Chief Commissioner Killam, in dealing with the law regarding discrimination as it then stood, said in construing the provisions of section 252 of the Railway Act of 1903.

> "Our Act then leaves it open to consider in reference to the making of charges all circumstances and conditions that appear applicable, whether directly relating to the carriage or the service given by the railway or not."

Section 315, sub-section 1, thereof, differs as to the arrangement of the wording of the section as compared with that contained in section 252 of the Act of 1903. The words are the same; the arrangement is different. The arrangement of the wording will appear when the two sections are considered. Section 252 of the Act, 1903:—

> "All such tolls shall always under substantially similar circumstances and conditions be charged equally to all persons and at the same rate, whether by

weight, mileage, or otherwise, in respect of all triffic of the same description and carried in or upon a like kind of cars passing over the same portion of the line of railway.

"Section 315 of the Railway Act of 1906:—

"All such tolls shall always, under substantially similar circumstances and conditions, in respect of all traffic of the same description, and carried in or upon the like kind of cars, passing over the same portion of the line of railway, be charged equally to all persons at the same rate, whether by weight, mileage, or otherwise."

The question arises, does the re-arrangement in wording limit the discretion of the Board as to what constitutes the similarity of circumstances and conditions?

In England, the decisions under section 90 of the Railway Clauses Consolidation Act of 1845, as, for example, in Denaby Main Colliery Co. v. Manchester, Sheffield & Lincolnshire R. W. Co., 14 Q. B. D. 209, have limited consideration to the conveyance or passing of goods over the line; but when the significant portion of this section, which is as follows—

"Provided that all such tolls be at all times charged equally to all persons and after the same rate, whether per ton or mile, or otherwise, in respect of all passengers and of all goods or carriages of the same description, and conveyed or propelled by a like carriage or eigine, passing only over the same portion of the line of railway under the same circumstances; and no reduction or advance in any such tolls shaoll be made either directly or indirectly in favour of or against any particular company or person travelling upon or using the railway."

is read, it will be found that it is very limited—that instead of "substanially similar circumstances and conditions" being open for consideration, it is "the same circumstances" that are referred to; and, further, that reference is made to goods, &c., "passing only over the same portion of the line of railway under the same circumstances." It is clear, as was pointed out by Lord Herschell in the appeal in Pickering, Phipps et al. v. London & North Western R. W. Co. et al., 8 Ry. & C. Tr. Cas., at page 108, that the words of the equality clause of the Act had no elasticity—that no outside circumstances were to be taken into consideration, and that it was an absolute rigid equality that was demanded by the statute. Is it to be assumed that the re-arrangement of the wording of section 315 necessitates that so rigid a construction be given to the section as it now stands?

Section 318 of the Railway Act states that—

"The Board may determine, as questions of fact, whether or not traffic is or has been carried under substantially similar circumstances and conditions, and whether there has, in any case, been unjust discrimination, or undue or unreasonable preference or advantage, or prejudice or disadvantage."

In view of this explicit statement, it appears clear that the rearrangement of the wording of section 315 was not intended to limit the scope of the discretion of the Board. If it were intended to limit the consideration of the Board simply to the consideration of the conveyance over the line of the railway, some such words as are contained in section 90 of the Railway Clauses Consolidation Act of 1845, e.g., "passing only over the same portion of the line of railway"..... would have been used. As I read section 315, the provisions in regard to traffic of the same description carried upon like kind of cars passing over the same portion of the line of railway are illustrative, not limiting, that is to say, while the Board may consider whether it is traffic of the same description carried in or upon like kind of cars over the same portion of the line of railway, it may also consider any other circumstances and conditions which it may regard as pertinent to the alleged discrimination. The

phrase "under substantially similar circumstances and conditions" is a wide phrase, and the illustrative items contained in the section do not necessarily, in my opinion, exhaust the scope of what the Board is empowered to consider.

While the provisions of the Act to Regulate Commerce which deal with unjust discrimination are not identical in terms with those contained in the Canadian Railway Act, it is of interest to note that the United States Supreme Court in dealing with the question of the powers of the Interstate Commerce Commission in regard to unjust discrimination used the following language:—

> "The provision that discrimination must not be unjust implies that strict uniformity is not to be enforced, but that all circumstances and conditions which reasonable men would regard as affecting the welfare of the carrying companies, producers, shippers, and carriers should be considered by the Commission in enforcing the provision of the Act."

Texas & Pacific R. W. Co. v. I. C. C., 162 U. S. 197 and at p. 217.

Notwithstanding the difference in phrasing of the provisions of the American and Canadian Acts, I am of the opinion that the Board has an equally wide discretion in regard to what constitutes "substantially similar circumstances and conditions," and that it may consider: (1) Whether there is actual competition in the same market as between the Dominion Sugar Company and the applicant company, (2) the question of whether the nature of the traffic justifies the discrimination, and (3) the effect, if any, of this arrangement upon the consumers.

If the plant at Wallaceburg were in competition with another plant in Canada, it would be contrary to the law for the railway company to build up through a rate arrangement a manufacturing monopoly to the detriment of another plant which could be served by its lines. In the case of the Savannah Bureau of Freight and Transportation v. Louisville & Nashville Railway Company, 8 I. C. C. R. 377, a situation analogous to the hypothetical situation outlined in the preceding sentence came before the Interstate Commerce Commission, and it was decided by that body that a carrier cannot lawfully establish and maintain an adjustment of rates which in practice prevents shippers on its line from availing themselves of a principal market which they have long been using, and confers a substantial monopoly upon a new market in which, for reason of its own, it has greater interest. No quarrel can be taken with this position; but it is to be noted that it does not apply a canon of measurement for the case now before the Board because in the present case it is amply established in the evidence that there is no competition between the refined product of the Dominion Sugar Company and of the applicant company: there being no such competition it cannot be alleged that the railway company is in any way limiting the market for the refined sugar.

Turning now to the particular facts of the case before us we have a situation in which the inbound sugar beets are carried on a relatively low rate. It is alleged by the railway company that it can afford to do this in consideration of the higher rates enjoyed on the outbound product, that the rates by themselves on the inbound product barely cover the cost of movement. There is an admitted discrimination as between the sugar beets destined to the Dominion Sugar Company and those destined to the applicant company. Is this discrimination undue or unjust?

In the case before us, it is established that there is a short railway, the great bulk of whose traffic is concerned with one commodity. Of its earnings, 58 per cent are obtained from sugar beets, sugar, and by-products thereof, and deducting the revenue from the inbound sugar beets, it will be found that approximately 40 per cent of freight revenue is obtained outbound from the refined sugar, raw sugar, and by-products. It is, under the circumstances, justifiable to consider the relation between

the rates on the inbound and outbound traffic in the crude and finished product of this commodity. It is further established that the Dominion Sugar Company and the applicant sugar company are not competitive in the refined sugar business; so that the rates received by the Dominion Sugar Company do not permit it in any way to undersell the applicant sugar company in its own market. So far as the grower is concerned, it is admitted in evidence that the Dominion Sugar Company, as a matter of fact, pays more for sugar beets on the percentage basis than is paid for the applicant company on the flat rate basis. It, further, appears that since the sugar producing plants are not competing in the same market, the rates at present charged do not react detrimentally upon the consumers of sugar produced by the two plants.

Under these conditions, the Board is of opinion that while there is discrimination it is not undue or unjust.

During the course of the hearing, counsel for the railway company stated that the rates now applying upon the traffic of the applicant sugar company were such that his company had decided "to ask permission to increase the rate to a flat rate of 50c. per ton for a haul of three miles, and for the full length of the line graded from 70 to 50 cents, to be in keeping with the tariffs of the Canadian Pacific and Grand Trunk" (volume 115, page 12780). As this matter was not formally developed in evidence before the Board, the Board has formed no opinion on the question of the justifiability of the suggested rate; but in view of the fact that subsequent to the hearing an attempt was made by the railway company to put in a flat rate of 50 cents on sugar beets, in carlots, from points on its line to Wallaceburg when destined to Croswell, Michigan, the matter requires specific mention here.

As has been indicated in an earlier portion of this judgment, the traffic moving from points on the railway company's line to Croswell, Michigan, is covered by a joint tariff in which the Chatham, Wallaceburg & Lake Erie and Pere Marquette participate. On October 20th, 1910, the Traffic Department of the Board received the railway company's tariff C.R.C. 154, naming the 50 cent rate above referred to. It was pointed out to the railway company that, under section 335 of the Railway Act, traffic moving from Canada to the United States, etc., must be covered by joint tariffs, and that it was not open to it to supersede a joint tariff by filing its 50-cent proportional. When this was brought to its attention, it stated that since it was apparent that all the traffic would be moved before the new joint tariff could be brought into effect, it would, therefore, continue under the joint tariff C.R.C. 150 in effect. The traffic in question, it is stated, moves during a very short season of the year, namely, from about the beginning of November to the middle of December. If the railway company and the Pere Marquette desire to supersede the present joint tariff by a higher joint tariff, and apparently this is what the former desired to do when it filed its proportional of 50 cents, it is only fair that in the case of traffic moving during such a short period in any given year, the parties affected should have a full opportunity to consider the effect of any proposed advance.

Under these circumstances, and in view of the consideration which the Chatham, Wallaceburg & Lake Erie Ry. Co. has apparently given to the matter, any new joint tariff affecting the traffic moving during the year 1911 should, if such new joint tariff is to be higher than the joint tariff at present in force, be filed so as to be effective not later than May 1st, 1911.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

Edmonton Board of Trade v. Canadian Pacific and Canadian Northern Railway Companies.

The Board of Trade of the City of Edmonton applied, under Section 314 and 339 inclusive, for an Order directing the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railway Companies to immediately issue and put into effect

new freight tariffs on classes 1 to 10 inclusive, on goods shipped from Port Arthur and Fort William to Edmonton.

Judgment, Chief Commissioner Mabee, December 21st, 1910.

"This case is governed by the Order made in the Regina Board of Trade case. That order required the companies to remove existing discrimination by reducing rates from Fort William and Port Arthur to Regina and other points west of the favoured points. The latter were the points that enjoyed rates upon the Winnipeg basis. To comply with that order rates to Edmonton must be reduced as asked in this complaint. This follows without the necessity of issuing a formal order, unless requested by applicants."

Mr. Commissioner Mills concurred.

Grand Trunk and Grand Trunk Pacific Railway Companies v. City of Fort William and Fort William Land Investment Company, et al.

Having obtained the consent of the Municipality to use certain public streets for that purpose, the Grand Trunk Pacific Railway Company applied to the Board for the approval of the location of its line upon and along the streets in question. In granting the application the Board made the Order subject to the condition that the company should "make full compensation to all persons interested for all damage by them sustained by reason of the location of the said railway along any street."

Leave to appeal from this Order was granted by Order of Chief Commissioner Mabee upon all questions of law arising thereunder.

The appeal, Davies and Duff, J. J., dissenting, was dismissed. (Reported Can. Ry. Cas., Vol. II, Part 2, pp. 271 et seq.)

Re Applications Hydro-Electric Power Commission of Ontario.

Judgment, Chief Commissioner Mabee, May 3, 1910, delivered at the hearing.

"We will express our views of the situation and you may apply it to these applications as it may work out. The Hydro-Electric Commission applies under section 246 for leave to carry this power line over the lands of the Toronto, Niagara and Western Railway Company. Section 246 provides that no lines for the conveyance of electricity shall be erected across a railway without the leave of the Board, and the subsequent clauses confer jurisdiction upon the Board to grant such leave and impose terms that may be proper. When the title to the land that permission is asked to carry these wires over is investigated, it would seem that in 1902 the Parliament of Canada incorporated the Toronto and Niagara Power Company, and in the Act of incorporation gave to the Toronto and Niagara Power Company permission to expropriate by simply incorporating into the special Act the expropriation clauses of the Railway Act. The right of way was purchased or acquired by the Toronto and Niagara Power Company and a transmission line was erected between Niagara Falls and Toronto for the conveyance of electric light and power. Subsequent to the construction of this transmission line by the Toronto and Niagara Power Company, it leased the lands which it had acquired to the Toronto, Niagara and Western Railway Company, which had obtained the right to construct a railway from Niagara Falls to Toronto. The least is not before us, nor is the date, the terms or the conditions; but the lease having been given to the Railway Company, and the railway Company having, under power conferred on it by Parliament, located a line of railway between Niagara Falls and Toronto with the approval of the Minister of Railways and having filed plans for the location of that railway and having those plans approved by the Board, and the location of that railway being along this right of way covered by this lease, it would seem that the proper conclusion is that that is a railway and that the lands upon which these plans had been located and upon which this route map had been approved, were railway lands. Now

under the interpretation of the word railway, under the interpretation clauses of the Act it is clearly defined that railway means railway property real and personal; so that we have got, under section 246, authority to grant permission to carry transmission lines across railway property. It does not seem to be any stretch of imagination or straining of jurisdiction or construction to hold that upon that state of facts, in so far as these railway lands are concerned, that is the lands vested in the Toronto, Niagara and Western under the lease from the Toronto and Niagara Power Company, that the Railway Act applies and that the Board has authority to grant leave to the Hydro-Electric to carry its transmission lines over this right of way. Now it appears that there is as I have indicated, a transmission line erected by the Toronto and Niagara Power Company along this right of way and that if an order goes it will be necessary for the lines of the Hydro-Electric to go over or under, I do not know which, the lines of the Toronto and Niagara Power Company. If we are right in saying that under the construction of the Act we have jurisdiction to grant to the applicants leave to carry its wire over these lands, it does not seem to me that there is anything to deprive the Board of that jurisdiction by reason of the fact of there being some other wire strung along upon these lands, and it is of course eminently proper that the existence of this other wire should not be overlooked.

It seems to us that the proper thing to do is to grant to the applicant leave to cross these railway lands. We make no order at all with reference to the existence of the Toronto and Niagara Power wire: we do not grant any order to cross it; we grant an order to cross over these lands, and the Board's electrical engineer, Mr. Murphy, will, if the engineers of the Hydro-Electric and the Toronto and Niagara Power Company are unable to agree as to just how this crossing should be worked out over these railway lands, in view of this Toronto and Niagara Power wire, act as arbitrator then between the engineers in the event of difference and define the conditions and specifications and terms necessary to go into this order by reason of the existence of this other transmission wire. I should think that the engineers of the Hydro-Electric and of the Toronto and Niagara Power Company could agree upon proper protective devices and arrange proper conditions. After they do that Mr. Murphy will approve of them. Of course we only grant these crossings upon his inspecting and reporting approval of the specifications and work to be done. If they cannot agree among themselves, Mr. Murphy will intervene and assist in working out the details. The order may be withheld until the engineers have an opportunity of conferring, so that the exact terms of the crossing order may be defined and all the conditions inserted in it.

Assistant Chief Commissioner Scott concurred.

Orders authorizing the applicant to erect and maintain its transmission wires across the tracks of the railway companies and to use and operate the same, issued accordingly. These Orders were subject to the conditions that the crossings should be in accordance with the "Standard Conditions and Specifications for Wire Crossings," as well as the conditions contained in the said agreement of July 12th, 1910.

Vancouver Board of Trade v. Canadian Pacific Railway Co.

The Vancouver Board of Trade applied for an Order directing the respondent railway company to (a) cease from making and charging discriminating rates on goods transported by such railway from Vancouver, B.C., to points located in British Columbia, Alberta, Saskatchewan, and Manitoba on the main line and on the Crow's Nest Branch Line, as compared with the rates charged by such railway to the same territory (for the greater distance) from Montreal, Quebec, and other points on the Atlantic seaboard; (b) cease from making and charging discriminating freight rates on wheat and oats consigned from Alberta to the Pacific Coast as compared with the charges on wheat and oats (for the greater distance) from points in the prairie pro-

vinces to Lake Superior; (c) cease from making and charging discriminating passenger rates to passengers in British Columbia, and especially Commercial Travellers, as compared with the passenger rates charged by such railway in other portions of Canada.

Judgment, Chief Commissioner Mabee, May. 18th, 1910.

In this matter a demand was made on the 5th of February last by the Applicants upon the Railway Company that they be furnished with certain information fully set out in the memorandum. This was forwarded to the Board on the 21st of February by the Railway Company, it declining in the meantime to furnish the information the ground being given that it was not necessary for the purposes of the presentation of the case and the expense connected with its preparation would be very great. Under date of the 25th of April the Railway Company indicates that it is withholding its defence until a ruling is given as to within what bounds the case will probably curtail if at all.

I have given the matter the best consideration I have been able to and it does not appear to me that the claim made by the Applicants in this case has been adjudicated upon in any former case that has been before the Board.

I notice in some of the correspondence in letters that the Applicants were intending to re-open the Eastbound Rate Case but the complaint in this matter alleges that there is discrimination against British Columbia with respect to the rates charged from Vancouver eastward as compared with the rates charged from Montreal westward. No such case as this, so far as I can ascertain, has been heard by this Board.

This does not, however, so far as I am able to see, involve that the Railway Company should be asked at this stage to furnish all the material covered by the request sent to it by the Applicants. The rates are based from Fort William and at the present moment I do not see the necessity of requiring the Railway Company to work out in detail all the mass of information covered by the demand touching receipts and traffic east of Fort William. I should think if the Railway Company supplemented the information furnished in the former cases of rates from Winnipeg westward by similar information regarding receipts and traffic from Fort William to Winnipeg and carried the information down to date that it would be sufficient for the proper presentation of the Applicants' case.

If the parties in the meantime can arrange that information upon the above lines be furnished then as soon as it has been furnished the Board will try and fix a date to hear the case. If, on the other hand, either the Applicants or the Railway Company think that the above disposition is insufficient, or unfair, the matter had better be spoken to orally before the Board. This, of course, will require some local counsel to be instructed by the Applicants so that the matter may be fully discussed and the issues defined.

A hearing in this matter was had at a sittings of the Board held in the City of Montreal commencing January 26th, adjourned to be taken up later at Vancouver.

Township of Clarke and Canadian Northern Ontario Railway Company.

The Canadian Northern Ontario Railway Company applied, under Section 237 of the Railway Act, for leave to construct its railway across the public road between Lots 10 and 11, Concession 4, Township of Clarke, County of Durham, Province of Ontario. The facts are fully set out in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, October 1st, 1910.

At the recent sittings in Port Hope the Township of Clarke made an application for the cancellation of Order No. 11392, dated 9th August last, which approved

of a level crossing of the highway, by the railway at the point in question, instead of the subway which was authorized by Order No. 9562 of February 15th last. The first Order was made on the application of the Railway Company for the Board's approval of their plans of a subway, which was consented to by the Municipality.

It appears that, at a meeting of the Municipal Council early in the year, a representative of the Railway submitted to the Council plans of their different highway crossings throughout the Municipality. We were told by the Municipality at Port Hope recently, and it was not denied by the Railway Company, that the Municipality in consideration of their getting a subway at this crossing consented to level crossings at other points, where perhaps, a different character of crossing might have been ordered had not the Municipal Council approved of the plan.

In July last a petition was received from residents of the Township stating that they would prefer a level crossing to a subway at the point in question. This petition was followed up by a request from the Railway Company for a rescission of the Order of February and authority to construct a level crossing. Upon a report and recommendation of an Engineer of the Board, and upon considering the petition from residents which might have led one to believe that the Municipality was consenting, an Order was issued on the 9th August last, No. 11392, cancelling the Order for the subway and approving of the level crossing. The Municipal Council then moved against this latter Order.

It was stated by the Council that the petition of the residents upon which the Order of August was granted, was signed by its signatories under representations from the Railway Company which, if true, would have been discreditable to the Company. At the hearing at Port Hope, the truth of this allegation was not gone into, as counsel for the Railway Company stated that they were prepared to consider the crossing on its merits, as if the Order of August had not been passed.

The reason urged by the Railway Company for a level crossing, instead of the subway, was that the nature of the soil was such that the subway would be a difficult and expensive matter to construct.

After hearing all the parties at considerable length, the Board decided to send its Chief Engineer, Mr. Mountain, to examine the point of crossing and report. From Mr. Mountain's report it appears that the rail level at the point in question will be 7½ feet above the highway, and to construct a standard Subway it would be necessary to excavate 9 feet below the original level of the ground, which in his opinion is wet and spongy, and he thinks the abutments would have to be piled. Mr. Mountain estimates the minimum cost of the subway at $7,500, and points out that from his observations the traffic on the highway is light. All this engineering information must of course have been known by the Railway Company when it first decided on a subway.

Had it not been for what took place at the meeting of the Council already referred to, I would not be inclined to order the Railway Company to build a subway at this point, but as the Municipal Council's approval of the other highway crossings in the Municipality was given with the understanding that they were to have a subway at the point in question, I look upon this matter as a contract which the Railway Company should not be relieved from, and I am therefore of the opinion that the Order of August last should be rescinded, and that of February approving of the subway should be revived.

Judgment, Mr. Commissioner McLean. October 3rd, 1910.

I agree in the above disposition of the matter. I feel, however, that I should make clear that in agreeing to Order No. 11392 issued on 9th of August last, which cancels the prior order for a subway and approved of a level crossing, I was at the time under the misapprehension that the Township had changed its original position and consented to a crossing at grade level.

SESSIONAL PAPER No. 20c

Rat Portage Lumber Company v. Canadian Northern Railway Company.

The Rat Portage Lumber Company, Limited, applied, under Sections 314, 318, 321, and 323 of the Railway Act, for an Order directing the Canadian Northern Railway Company to reduce its tolls, charges, or freight rates for carrying saw-logs of the Applicant Company from the Rainy River and points adjacent thereto, to the mills of the Applicant Company in the City of St. Boniface, Manitoba.

Judgment. Chief Commissioner Mabee, October 22nd, 1910.

This matter was heard at Winnipeg. The question of the right of the Railway Company to charge a switching toll of two dollars per car was reserved. I expressed the opinion at the time that I was not able to see, under the circumstances, how the toll could be legally charged; but in view of the importance with which it was regarded by the Railway Company, it was thought better to take the opinion of the Chief Traffic Officer upon the point. Of course this switching toll formed no part of the road haul rate which was fixed by statute.

Mr. Hardwell's views upon the matter are as follows:—

"If this toll formed part of the contract which fixed the road haul rate, and "was taken into consideration in fixing the latter, I presume it should stand; but "my recollection is that the line rate was a statutory one. If I am correct, and "regarding it apart from the line rate, I am of the opinion that it should be "abolished. I submit the following points:—

"1. The connection with the spur track is between the Company's St. Boniface "Station and the Western Canada Flour Mill Co.'s plant, and is within the St. "Boniface terminals. The length of the spur is 1:3 miles, seven-tenths Canadian "Northern, six-tenths Lumber Co.

"2. The Company has received a road haul, and the logs are so consigned as to "indicate the delivery required; the terminal service is not, therefore, switching in "the ordinary sense.

"3. The movement is in trainloads; the cars have not, therefore, to be taken into "the distributing yard with balance of trainload, and then shunted back to the spur. "The switch opens to the north, so that the train can be backed in without shifting of "engine.

"4. The rate applies to Winnipeg as well as St. Boniface; so that if consigned to "Winnipeg, the logs would have to be hauled past St. Boniface, across the Red and "Assiniboine River bridges, and out to the Fort Rouge yards, without extra charge.

"5. If this spur were not there the Company would have to provide siding "accommodation within its terminals, for the use of which its practice would not "justify an extra charge. A Company siding could be used for other traffic, it is "true; but this spur was built at the Lumber Co.'s expense, the section between the "main line and Oak Ave. being subsequently transferred to the Canadian Northern "on payment of what the right of way cost the Lumber Co.; and while on the "private section the Company is relieved from fire and other risks by its siding "agreement.

"6. No extra charge is made for placing even single road-hauled cars at the "Western Canada Flour Mills and other industries at St. Boniface and Winnipeg "when straight consignment has been made. Cars are distributed along the Winnipeg Transfer Ry. and its spurs without extra charge.

"7. Mr. Cameron stated that his logs formed only from 25 to 30 per cent of the "traffic delivered on this spur. The Company has filed no switching tariff on the "other 70 or 75 per cent cargo; no charge is made.

"8. At page 5650 of the proceedings of the first hearing, Mr. Shaw compared the "$2.00 rate with the rate of 1 cent per 100 lbs., minimum, $5.00, charged on all car-"load traffic from St. Boniface transfer to the Company's Winnipeg yard; but his

"comparison is inapplicable and misleading, as that quoted is the local toll for a "purely local movement of freight loaded at St. Boniface and delivered at Winnipeg.

"Mr. Shaw admitted that his Company made no such charge elsewhere. He "mentioned C.P.R.practice in the western colliery districts, but the Board has not "approved these tolls, and has not made them a subject of investigation "per se." "The Estevan case turned on discrimination."

It would seem from the facts of the case and the foregoing points raised by Mr. Hardwell, that this two dollar switching toll must be disallowed.

As a result of the application and hearing, the Board not only disallowed this switching toll of $2.00, but ordered further (1) that the Canadian Northern Railway Company, as successor of the Manitoba & South Eastern Railway Company, haul pine and spruce logs upon its lines—

(a) for any distance up to one hundred and fifty miles from Winnipeg.

(b) from the point, if any, where the railway touches Rainy River to Winnipeg, at a rate not to exceed $2.50 per thousand feet board measure, in accordance with the provisions of 61 Victoria, Chapter 43, Manitoba.

(2) File with the Board joint tariffs with the Minnesota & Manitoba Railway Company, showing through rates from Minnesota points to Winnipeg by continuous route provided by the Minnesota & Manitoba Railway Company and the Canadian Northern Railway Company as successors to the Manitoba & South Eastern Railway Company, not to exceed $2.50 per thousand feet board measure, and (3) That if, for any reason, the Canadian Northern Railway Company and the Minnesota & Manitoba Railway Company are unable to agree upon such joint tariffs, or the division thereof, the Canadian Northern Railway Company file with the Board tariffs showing rates from the International Boundary Line between Minnesota and Winnipeg, which added to the local rate upon the Minnesota & Manitoba Railway from the point of origin to such International Boundary line, shall not exceed $2.50 per thousand feet board measure.

Boyd and Kaulbach v. The Canadian Pacific Railway Company.

Messrs. M. M. Boyd and R. C. S. Kaulbach applied for an Order directing the Canadian Pacific Railway Company to amend the location and plan of its proposed branch from Port Moody, three and one-half miles around the head of Burrard Inlet. The facts are fully set out in the judgment of the Chief Commissioner.

Judgement. Chief Commisioner Mabee, October 22nd, 1910.

When this matter was before the Board at the Sittings at Vancouver, I was under the impression that it came up by way of an application of the Canadian Pacific Railway Company under the Branch Line Clauses of the Act for approval of their proposed location. Upon going through the matter more carefully since the hearing, I find, however, that the first proceeding was a notification to the Secretary of the Board from the Department of Railways and Canals, dated January 22nd, 1910, enclosing a route map in respect of the location of a branch line desired to be constructed from a point on the main line of the Canadian Pacific Railway near Port Moody to the North Arm of Burrard Inlet, and advised that the same had been duly approved on the 21st instant, by the Minister, under the provisions of the Railway Act.

The next step, as shown by the file, is the receipt, on the 26th of July, of a protest upon behalf of Mr. Richard C. S. Kaulbach and Edna Rudolph against the location of this proposed line, and on the same day a similar protest from Mr. Mossom M. Boyd.

On the 28th of July, the General Solicitor for the Railway Company was advised of the receipt of these protests, and also that it did not appear that any

application had been filed by the Railway Company with the Board in connection with the matter.

On the 30th of July, a letter was received from the Solicitor to the effect that the application would be filed as soon as the advertising had been completed and proof that the statutory requirements had been complied with; and in this shape the matter came up for hearing at the Vancouver sittings and was referred to one of the Board's Engineers for a report.

It seems that a contract had been let by the Railway Company for the construction of the work, and when the Engineer went to inspect the ground he found the contractors with a large body of men carrying on the work.

No application has ever come from the Company for the approval of any location plan, but it would seem that the Company was satisfied to proceed with the work upon the approval of the route map by the Minister.

In these circumstances there is nothing left for the Board to do but to leave the parties who were complaining about the location of this route to their rights to apply to the British Columbia Courts for injunction restraining the Railway Company from invading their properties.

Re Grand Trunk Pacific Railway and Fort William.

The Grand Trunk Pacific Railway Company applied, under Sections 159 and 237 of the Railway Act, for the approval of the location of its line of railway upon Main, Walsh, and Harold Streets in the City of Fort William, Ontario.

Judgment, Chief Commissioner Mabee, November 28th, 1910.

In view of the agreement between the Grand Trunk Pacific Railway Company and the Canadian Pacific Railway Company the application for approval of plans for construction of tracks of the Grand Trunk Pacific upon Main, Walsh, and Harold Streets had better be reconsidered. Under this agreement, the Canadian Pacific Railway Company is to build the road, but the Grand Trunk Pacific agrees to apply for and obtain approval of location plans. Why the agreement was put in that form, I do not know. If these plans are not approved before December 1st, 1910, then certain provisions of the contract apply that may cause serious loss to the Applicant. In the meantime, I think no harm can be done anyone if the Board approves the plans for these streets under sections 159 and 237, but upon the condition that no work of any kind, upon the ground, be performed by either the Grand Trunk Pacific or the Canadian Pacific Railway without an application to the Board by the Railway Company that desires to construct, to have the terms and conditions of construction, compensation to adjacent landowners, and the like, settled.

With reference to the application of the Grand Trunk Pacific, heard at Fort William, for leave to construct, pursuant to section 237, upon Hardisty Street (McKellar), the position of the case is different. The Privy Council has granted leave to appeal from the decision of the Supreme Court affirming the judgment of the Board imposing upon the Applicant certain terms respecting compensation to landowners. This appeal has not been heard. I understand the Grand Trunk Pacific desires only to have their application disposed of before December 1st, so it may not be in default under the terms of its contract with the Canadian Pacific Railway. In view of this, the Order may go for leave to construct upon Hardisty

1. No work to be started until the pending appeal before the Privy Council is disposed of.

2. If the appeal is successful and the clause imposing compensation to the landowners held beyond the powers of the Board; then, as previously announced, the Board will refuse to sanction the location upon Hardisty Street, and the former Order shall be repealed.

This latter clause should work no hardship, because the applicant was told, when the application was made, that without compensation the location would not be approved; and the Board does not propose that the matter shall get into the position that the railway can construct this road upon that street without complying with the terms imposed.

The following Order, dated November 30th, 1910, issued:

"It is Ordered that the Applicant Company be, and it is hereby, granted leave to construct its line of railway upon Main, Walsh, and Harold Streets aforesaid, in the said city of Fort William, as shown on the said plan, upon the condition that no work of any kind, upon the ground, be performed by either the Applicant Company or by the Canadian Pacific Railway Company without an application to the Board by the Railway Company that desires to construct, to have the terms and conditions of construction, compensation to adjacent landowners, and the like, settled."

Canadian Northern Ontario Railway Crossing William Street, Cobourg.

The ratepayers of the Town of Cobourg complained to the Board that the crossing of the Canadian Northern Ontario Railway on Wiliam Street in the said Town was a dangerous one, and applied for an Order directing that a subway be constructed at the said crossing.

Judgment, Assistant Chief Commissioner Scott, March 30th, 1911.

At the sittings in Cobourg on March 24th, 1911, the attached petition, which is addressed to the Mayor and Councillors of the Town of Cobourg, was handed into the Board by the President of the Board of Trade, with the statement that the Municipal Council refused to deal with the matter and that the petitioners desired the Railway Commission to order the Railway Company to build a subway carrying William Street under the railway at this point.

It appears that an agreement was entered into between the Municipal Council of Cobourg and the Railway Company whereby the Municipality consented to the railway line crossing William Street on the level. Upon the report of an Engineer of the Board approving of the plans and the consent of the Municipal Council, Order No. 11324, dated 30th July, 1910, was issued approving of a level crossing.

After the sitting in Cobourg, the Board viewed the locus in quo. The approach on the highway to the railway track from the Town of Cobourg is fairly level with a good view eastward and a fair view westward, which will be improved by the removal of an old mill which we were told was to be taken down. Approaching the track on the highway from the north there is an uphill grade, on the west side there is a sidewalk, and on the east side a wide ditch. At present this approach is not in a safe condition; but I think it could be made so by a railing being placed on the west side of the sidewalk, the ditch on the east side of the highway being filled in, for a distance of at least 100 feet from the track, and a mound, some trees, and a portion of a fence which intercept the view of trains approaching the highway from the west being removed. If this work is done and the roadway made at least 30 feet wide, I believe the crossing will be fairly safe; and, bearing in mind the consent of the Municipality, I am of the opinion that the subway petitioned for should not be ordered.

Mr. Commissioner Mills concurred.

The People's Telephone Company v. The Bell Telephone Company of Canada.

The Bell Telephone Company applied for the approval of a contract entered into with the Canadian Telephone Company.

Judgment, Chief Commissioner Mabee, delivered at the hearing, January 25th, 1911.

This matter comes up on application of the Bell Telephone Company for approval of this contract which it has entered into with the Canadian Telephone Company. Objection is taken to the contract by the People's Telephone Company.

The Board has had a great many of these contracts filed and has given temporary approval of them from time to itme. The particular clause in question has been discussed at various times by the members of the Board and it was thought better to defer final consideration of it until a case arose where some municipality or company or individual objected to the clause, and so the views of the Board upon the policy contained in this clause 11 of this particular contract have not been before announced.

This particular contract of the 30th of November, 1910, provides an elaborate system of carrying on business between these two companies. It has to be approved by this Board. Why? Why did Parliament say that all contracts, agreements and arrangements between a telephone company and any other company or any province or municipality or corporation should be subject to the approval of the Board and should be submitted to and approved of by the Board before such contract or agreement or arrangement should have any force or effect? Why did Parliament require the confirmation or approval of all of these agreements before they should be permitted to go into operation? There must have been some good reason for it. It evidently was not intended that a telephone company should be at liberty to enter into any sort of an agreement or arrangement with any other company that it chose. It was thought proper that there should be some authority to intervene with a view of seeing that these contracts did not take a form that might work injury to the public or possibly to other interests.

Now the Peoples Telephone Company have had for some years connection with this Canadian Company and is now operating in Sherbrooke and it says, "It is true we have got no contract on foot now with the Canadian Company, it is true that at the present moment they refuse to enter into a contract with us but we object to the approval by the Board of any contract that will absolutely prohibit them at any future time from entering into a contract with us unless the Bell Telephone Company gives its consent." It may have been in the working out of this contract and in the transfer of certain portions of these systems from the one to the other and the giving up of certain lines and subscribers, in the interests of the Canadian Telephone Company and the Bell Telephone Company that there should be this clause relating to the contract being of an exclusive character, but is it in the interest of the people of Sherbrooke? Is it in the interest of the people in the adjoining localities outside of the present zone that the Canadian Telephone Company operate in? Why could not at some future time some company—coming into existence and connecting on the outskirts or wanting to connect on the outskirts of the area supplied by the Canadian Telephone Company—have a right to connect or a chance to make a contract to connect with the Canadian Company if the Canadian Company chose to do so? Why should it turn over to the Bell Telephone Company the absolute and unqualified right to say you shall not enter into any contract at any future time with any other system unless we give you that consent? Here is the Canadian Telephone Company, a public utility, serving a very considerable area and it is asking to be tied up tight with the Bell Telephone Company so that it cannot exercise its own judgment as to what contracts it may enter into for the purpose of connecting with other lines. It does not seem to us that that is in the interest of the public. It does not seem to us that public policy would justify such a monopoly as that to be crystalized into a contract of this kind.

Then again the Peoples Telephone Company, being a public utility operating in Sherbrook, should not be placed in the position, at any rate by any affirmative act of this tribunal, of being prevented at any future time from re-instating itself

with the Canadian Telephone Company's subscribers if it can bring about such an arrangement.

The present management of the Canadian Telephone Company say they will not enter into any contract with the People's Telephone Company. It may be that some successors in the management of the Canadian Telephone Company will be quite willing and quite anxious to enter into a contract with the Peoples Telephone Company, but they will be confronted with this clause in the agreement which will prevent them entering into that contract no matter how much they may desire to do so.

It seems from every point of view that this clause is not a clause that should be permitted to go into these contracts. This is the unanimous opinion of the members of the Board. I have authority to announce that the fifth member of the Board, Dr. Mills, who is not sitting to-day, is very firmly of the opinion that none of these clauses should ever have been permitted to go into these contracts.

If the parties desire, this contract may be affirmed eliminating the obnoxious portion of clause 11. Or if the parties desire they may execute a new contract leaving out those few words, that they will not consent to the connection of this system with any other.

Later the Bell Telephone Company submitted for approval an amended form of agreement.

Judgment, Mr. Commissioner Mills, March 6th, 1911.

It appears to me that clauses 12, 13, and 14 of the amended agreement, now submitted for approval, are contrary to the spirit and intention of the judgment in this case, as delivered by the Chief Commissioner on the 25th of January, 1911.

If these clauses, with their reference to clause 5, were approved, the exclusive nature of the contract, would, I think, be much the same as it was in the former memorandum of agreement.

My opinion is that clause 11 of the former agreement should simply be omitted, the Company having the right to strike out clause 5 also, if it thinks proper to do so.

Clause 34, the last of the agreement, can easily be modified so as to furnish an adequate remedy, effective within a reasonable time, in case either company does anything of which the other seriously disapproves.

Chief Commissioner Mabee and Assistant Chief Commissioner Scott concurred.

The Canadian Condensing Company, Limited, v. The Canadian Pacific Railway Company.

Judgment, Chief Commissioner Mabee, January 7th, 1911.

The applicants allege that on the 14th of October, 1910, they loaded, at Chesterville, Ontario, a car of evaporated milk, destined to Vancouver.

The following is an excerpt from their letter:—

> ' Being under the impression the minimum carload weight was 30,000 " pounds, we loaded 30,350 pounds, took our bills of lading to the C.P.R. agent " marked ' prepaid ', who figured up the freight, and we paid him $288.33. We " heard nothing more of the matter until about the middle of November we had " a debit note from the Consignees, Little Brothers, for $91.67, paid additional " freight on car received October 27th; enquiring into the matter we ascertained " that the minimum weight had been advanced to 40,000 pounds, and we made " a claim on the C.P.R. for a refund of the $91.67, feeling that they had a " perfect right to entertain the claim, since the error was clearly one of their " Agent's, and not ours."

The Applicants, no doubt, feel that they have been injured to the extent of $91.67, alleging, as they do, that the car was shipped on a laid down price, and in

fixing that price the freight was figured on the basis of the 30,000 pound minimum, and that the error, be whose it may, has put them to loss to the extent of $91.67.

Now the facts are that the tariff rate in carload lots from Chesterville to Vancouver on evaporated cream is $1.75 per 100 pounds, classification minimum of 24,000 pounds. This would have made the charge upon the shipment in question $420 There is, however, a special commodity tariff showing a toll of 95 cents per 100 pounds on a minimum of 40,000 pounds. This commodity rate, basen on the 40,000 pound minimum, has been in force since December, 1909, so that the applicants are in error in saying that the minimum had been advanced to 40,000 pounds. On the contrary, it had been in effect at least nine months before the shipment moved. Of course the Agent of the Railway at Chesterville was in error in accepting prepayment at 95 cents per 100 pounds on the actual weight loaded. However, if the shipment had been permitted to move at this rate, it woud have been a variation from the published tariff which is declared to be unlawful and illegal. Likewise, if the Railway Company were compelled to refund to the Applicants the $91.67, the same result would follow.

This case is an illustration that occasionally an individual hardship follows by reason of the law permitting no departure from the published tariff.

Getting, back, however, to the root of the matter, the Applicants committed the initial error by permitting "the impression the minimum carload weight was 30,000 pounds" to prevail. Had they not acted under a mere impression, but had looked up the tariff which the law compels to be kept published at the Chesterville Station, they would aot once have ascertained the true facts, and the error would not have followed. To permit a refund of this $91.67 might work discrimination in favour of the Applicants, as it may be that other shipments have moved from Ontario points upon the basis of the lawfully published tariffs.

No redress can be given to the Applicants.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

RE APPLICATION FOR APPROVAL OF SUPPLEMENT NO. 1 TO THE CANADIAN CLASSIFICATION NO. 15.

The Canadian Freight Association applied, under Section 321 of the Railway Act, for an Order approving the proposed Supplement No. 1 to C. R. C. No. 15.

The application, in so far as it affected the ratings of tobacco, was refused.

Judgment, Mr. Commissioner McLean, March 21st, 1911.

In the hearing at Ottawa on February 21st, the proposed ratings on tobacco were spoken to. They were also spoken to at the subsequent hearing in Toronto.

The effect of the proposed changes may be ascertained from the following comparative statement:

TOBACCO.

	Old Rating L.C.L.	C.L.	New Rating L.C.L.	C.L.	Effect.
Cut—					
In pails, loose or tied together	D—1,	4	D—1,	4	Unchanged.
" two or more strapped together with metal or wood	1,	4	1,	4	
			In packages—		"
In boxes or barrels	1,	5	boxed 2,	4	Increase.
" repacked in cases	2,	5	" 2,	4	"
Plugs—					
In caddies, loose or tied together	D—1,	4	In caddies or butts. D—1,	4	Unchanged.
" two or three strapped together with metal or wood, or firmly tied together with cord of not less than $\frac{1}{8}$ in. in diameter.	1		Two or more crated or securely fastened together 2,	4	Decrease in L.C.L.
" four or more strapped together with metal or wood firmly tied together with cord of not less than $\frac{1}{8}$ in. in diameter, or sewn tightly together in canvas.	3,	5	" "		Increase.
In boxes or barrels	3,	5	" "		"
In caddies crated	3,	5	" "		"
Tobacco in skins	2,	4	No rating.		Struck out.

In part, the changes both in description and in rating are due to modernizing of the classification. Tobacco in skins is no longer an article moving under the classification; nor is tobacco shipped in barrels.

It will be seen that in the case of caddies "two or three strapped together, etc.," there is a reduction from the any-quantity rating of first to second and fourth. There is also a reduction in the L. C. L. rating of cut tobacco in boxes and barrels from first to second. It, however, appears that cut tobaccos have not been allowed by the excise laws for the past thirty years to be put up in bulk, either in boxes or barrels. They have to be put up in stamped packages not exceeding one pound each; so the reduction is a seeming one.

The important matter, as shown in the tabular compaorison above, is the increase in the carload rating from fifth to fourth.

Much interesting evidence was submitted by the shippers regarding the compact nature of the shipments, the infinitestimal amounts involved in damage claims, the large percentage of tare, and the profitable business alleged to be done by the railways in connection with the handling of tobacco, it being alleged that the movements in and the movements out and distribution of the manufactured product meant that the railways had from this source a business of fifty millions of pounds of tobacco, it being apparent that a single pound of tobacco accounts for various movements. It is not, however, necessary to go into this in detail.

The railways have asked for an increase in rating; for the items in which there are decreases are not important in volume. The burden of justifying the increase is on the railways. In justifying the increases, Mr. Pullen made estimates based on an average value of $1.00 per pound. It was shown in evidence that 50 cents a pound would be a characteristic average. The average is held down by the largely increased use in recent years of Canadian grown tobacco, which it was stated represented at least 50 per cent of the consumption. As illustrating the values of the commodity manufactured from the Canadian leaf, reference was made in evidence to a smoking tobacco which sold at twenty-five cents a pound, this being sold by the manufacturer at 17.54 cents; and by the jobber to the retailer at twenty cents, and to plug tobacco

which listed at forty-five cents a pound and went to the jobber at about forty cents a pound. "Casino" tobacco, the biggest seller of the B. Houde Co., of Quebec, has a value of from eighteen to twenty cents a pound.

The distribution of the manufactured product is largely in the hands of the grocery trade. Mr. Bourke of the Dominion Tobacco Company testified that an exact check of the records of his business showed that 84 per cent of his output of plug tobacco was disposed of to the grocery trade, while over 60 per cent of the cut tobacco was similarly disposed of. At the hearing in Toronto, Mr. Beckett representing the Ontario Wholesale Grocers Guild, stated that from 80 per cent to 85 per cent of the tobacco was handled by the wholesale grocers. He also testified that the tobacco business was about 10 per cent of the total trade of the grocers.

It is obvious that under this well established system of distribution an increase in the carload rating from 5th to 4th class would mean a serious dislocation of business. The fifth class rating is of value because a mixed carload can be made up from the grocery list; at times, as much as three or four thousand pounds of tobacco will be put in such a car.

While it is entirely proper for the railway companies to so modernize the terminology of the classification as to make it harmonize with trade conditions, such changes should not veil increases. Increases, if made, must be made on their own merits. The railways did not present exact information regarding values in justification of their proposed increased ratings. Nor did they address themselves to showing that other factors affecting classification would justify the increase. The evidence given on behalf of the tobacco manufacturers and shippers showed that so far as risk, weight, and space were concerned, the movement for higher rating would not be justified. In view of the dislocation in the established method of distribution which the proposed increased ratings would cause, it would be necessary for the railways to make out a strong affirmative case. This they have not done; and their application, in so far as it is concerned with increased ratings, should be dismissed. I should further state that, in my opinion, the proposed increase in the L.C.L. rating of plug tobacco from third to second has not been justified.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott, and Mr. Commissioner Mills concurred.

RE LOCATION OF KIPP STATION ON CROW'S NEST BRANCH, CANADIAN PACIFIC RAILWAY.

Judgment, Chief Commissioner Mabee, December 8th, 1910.

The Canadian Pacific Railway Company applies for "an Order authorizing the location of a proposed new station at Kipp on the Crow's Nest Branch of the C.P.R., in the N.E. ¼ 30-9-22 w. 4th Alberta."

If this application were granted it would in effect be a withdrawal of the position formerly taken by the Board in connection with the application made by Mr. Grant Hannan. The Board still feels that under the circumstances disclosed in that matter it was properly disposed of. The location of a station at the point proposed by the Company will work much inconvenience in train operation; but the Company, in effect, by its application, would prefer putting up with that rather than give in to Hannan's contention.

If the former matter was properly disposed of it follows that the present proposed location cannot be approved. It is not necessary to recite the facts. They are of concern only to the parties interested. The Board cannot confirm the steps taken by the Company to extricate itself from the first error and the application must be refused.

RE CANADIAN NORTHERN RAILWAY SUBWAY AT DIVISION STREET, COBOURG.

The facts are fully set out in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, March 30th, 1911.

At the sitting of the Board in Cobourg on the 24th March, 1911, we heard a number of persons complaining against the plans of this subway, and we heard the Railway Company in reply thereto.

The Chief complaint is that the highway is not to have a clear opening of 35 feet as will be the case under the Grand Trunk subway a few hundred feet south, but that the Canadian Northern Railway Company in its plan has two uprights at each side 5 feet out from the concrete abutments. This style of construction is, of course, much cheaper than that adopted by the Grand Trunk Railway Company. It is quite apparent that the studied policy of the Canadian Northern Railway Company in the construction of its Toronto-Ottawa Line is to do the work as cheaply as possible, even if it is to the prejudice of the interests and rights of the public who use highways crossed by the railway.

Originally, it was the desire of the Board and the Town of Cobourg that, the Canadian Northern Railway Company in constructing its line, should parallel and adjoin the Grand Trunk at the crossing of Division Street, so that one subway only would be placed in that street. However, the Canadian Northern Railway Company asked to be allowed to build a subway at its own expense some few hundred feet further north, in order to be away from the Grand Trunk Railway Company's property. Notwithstanding the inconvenience of those who travel on Division Street of having to go through two subways instead of one, the Town of Cobourg, consented to the Canadian Northern Railway Company's application, which was granted by the Board by Order No. 11,708, dated 19th September, 1910. Detail plans of the subway were to be submitted within thirty days from the date of that order.

On the 30th January, 1911, an Engineer of the Board approved of a general location plan showing the subway, and on the 17th March, 1911, he approved of a detail plan. These plans show the uprights already referred to, five feet out from each side of the abutment. I cannot find from our files that either of these plans were submitted to the Municipality before being approved, or were they sent to it afterwards. However, at a meeting of the Council of the Town of Cobourg, held on the 6th March 1911, that Council passed a resolution objecting to the plans, and asking the Board to hear the objections at the sitting on the 24th March.

The Town of Cobourg, upon learning of the features which they considered objectionable in the subway plans, notified the Railway Company not to go on with the work. Nothing has been done on the ground, except the construction of the concrete abutments. We were told by the Railway Company that the Order for the bridge work has been given.

Under these circumstances, I am of the opinion that the approval given to the detail plans of the subway should be cancelled, and the Railway Company ordered to submit new plans showing the elimination of both columns, and with a side-walk on the west side only, so that the opening under the subway will then consist of a clear opening of 35 feet similar to the Grand Trunk subway, with a five foot sidewalk on the west side, and a thirty-foot roadway.

Objection was also taken to the existence of a hump in the roadway between the Grand Trunk and the Canadian Northern Company subways. The grade northward out of the Grand Trunk Subway is 5% and southward out of the Canadian Northern Subway is 2%. This, of course, will not look very well; but, even if the hump was entirely eliminated and the same grade obtained from one subway to the other, the

farmers with heavy loads coming into Cobourg would still have to climb a 5% grade south of the Grand Trunk Subway. I therefore think that the grade shown on the present plans need not be altered.

Mr. Commissioner Mills concurred.

The City of Victoria v. The Esquimault and Nanaimo Railway Company.

The City of Victoria applied for an Order (a) directing the Esquimalt & Nanaimo Railway Company to enlarge the swing of the railway bridge crossing the Victoria Harbour by removing the central pier; (b) to construct a draw or bascule bridge with modern appliances; (c) to be enjoined from obstructing the free navigation of the waters of Victoria Harbour over which the bridge passes; and (d) that the railway company submit to the Board rules and regulations for the working of the railway over such bridge, for recommendation by the Board to the Governor General in Council for sanction.

Judgment, Mr. Commissioner Mills, November 24th, 1910.

At the hearing of this case in the city of Victoria, B.C., on the 1st of September, 1910, Counsel for the City stated that, in view of an understanding arrived at or an arrangement made at a former hearing, the City was willing to let the matter of a new bridge and suitable passages thereon for the use of pedestrians, stand for the present, but objected strongly to the manner of operating the present draw bridge of the Esquimalt & Nanaimo Railway (owned and operated by the Canadian Pacific Railway Company) across the northern arm of Victoria Harbour, and urged the Board to issue rules or regulations to secure the operation of the said draw bridge in such a way as not to obstruct or impede the free navigation of the waters of Victoria Harbour.

The points at issue were discussed at considerable length; and, after due consideration of the complaint of the City of Victoria; the argument and allegations of Counsel for the said City; the answer of Counsel for the Canadian Pacific Railway Company; the statements of the employee who operates the draw bridge in question; the rights of passengers travelling on the trains of the Esquimalt & Nanaimo Railway; the trouble arising from the said trains not running on schedule time; the rights and interests of shippers using the portion of the harbour north of the said bridge, especially those whose vessels can pass in and out only at high tide; and the general rights and interests of all concerned,—I would recommend that, until further notice, the following regulations regarding the operation of the said bridge be issued for the guidance of the Canadian Pacific Railway Company:

Regulations in re Draw Bridge across Harbour, Victoria, B.C.

Until further notice, the regulations of the Board of Railway Commissioners for Canada regarding the operation of the draw or swing bridge of the Esquimalt & Nanaimo Railway (owned and operated by the Canadian Pacific Railway Company) across the northern arm of the harbour of the City of Victoria, B.C., are and shall be as follows:

1. The Canadian Pacific Railway Company shall instruct and caution all enginemen, conductors, and other persons who are placed in charge, or allowed to take charge, of trains on the Esquimalt & Nanaimo Railway, to exercise the greatest caution regarding the operation of trains over the railway bridge across the northern arm of the harbuor of the City of Victoria, B.C., and always to comply strictly with Section 273 of the Railway Act, as follows:

"When any railway passes over any navigable water, or canal, by means of a "draw or swing bridge, which is subject to be opened for navigation, every train shall, "before coming on or crossing over such bridge, be brought to a full stop, and shall not "thereafter proceed until a proper signal has been given for that purpose."

2. If a ship or boat makes a signal for the opening of the draw or swing bridge of the Esquimalt & Nanaimo Railway across the northern arm of the harbour of the City of Victoria, B.C., the bridge tender, or man placed in charge of the bridge, shall at once set the semaphores at "danger," for the protection of approaching trains, and shall immediately thereafter open the said draw bridge, with all due despatch; provided however, as follows:

(a) If a signal be given for the opening of the said drawbridge within ten (10) minutes of the schedule time for the arrival of any passenger train of the said Railway Company at its passenger station in the City of Victoria, or the departure of any such train from the said station, the said bridge shall not be opened until a period of ten (10) minutes immediately after the signal given by the ship or boat shall have elapsed.

(b) If at the end of the said ten (10) minutes, no train from the north has arrived at the west-end semaphore and the east-end of the drawbridge is clear, the said bridge tender shall at once set the west-end semaphore at "danger," for the protection of approaching trains, and shall immediately thereafter open the draw bridge as quickly as possible for the passage of the ship or boat in question.

3. In no case shall a ship or boat give a signal for the opening of the said draw bridge, until within ten (10) minutes of the time when it will be ready to pass promptly through.

Stewart v. Napierville Junction Railway.

Judgment, Chief Commissioner Mabee, November 9th, 1910.

On the 22nd of July, 1909, the Board received from Mr. W. A. Stewart, of Napierville, a complaint alleging, and fully setting forth, certain grievances against the Napierville Junction Railway, in connection with the service furnished to the persons along the line of that Road. This was served upon the Quebec, Montreal, and Southern Railway Company, and on the 5th of August a lengthy communuication was received from the General Manager of that Road in answer to the alleged grievances. This answer questioned the jurisdiction of the Board and alleged that inasmuch as the Napierville Junction Railway had been constructed under a Charter from the Province of Quebec, the Board had no control over the Road. The matter seems then to have been referred to the Law Clerk, and on the 22nd of September, 1909, he reported that the Napierville Junction Railway Company was incorporated by an Act of the Legislature of the Province of Quebec; that this undertaking had never been declared by Parliament to be a work for the general advantage of Canada, and that the Company, therefore, was not subject to the jurisdiction of the Board. This was communicated to the Applicant and apparently the matter dropped.

On the 5th of October, 1909, the Board received a lengthly communication in the form of a resolution passed by the Municipal Council of the Parish of St. Cyprien, alleging numerous grounds of complaint against the operation of the Napierville Junction Railway Company. This complaint, apparently, was not served upon the Railway Company, inasmuch as it seems to have been taken for granted that the Board could not entertain consideration of the grievances set forth.

Dr. Mills now receives a letter, under date of the 25th of November, 1910, from Mr. Marceau, of Napierville, asking why this Road is not subject to the Board's jurisdiction. This letter has been turned over to me by Dr. Mills for the purpose of furnishing to him the necessary information to answer the letter.

I was not aware that the complaint forwarded by Mr. Stewart had been dropped, because it was thought the Board had no jurisdiction. This is entirely, as I understand the facts, an erroneous conclusion. The Napierville Junction Railway runs from Rouse's Point to St. Constant. That Company has no rolling stock, furnishes no facilities to the public, and operates no trains. This road is said to be owned in fact by the Delaware & Hudson Railroad Company. It is operated by the Quebec, Montreal and Southern Railway Company with the equipment of the Delaware and Hudson Company. Both of these last mentioned roads are subject to the jurisdiction of the Board. These complaints, in fact, are not against the Napierville Junction Railway Company, and that is probably what misled the Law Clerk. The complaints are all directed against the passenger service and facilities generally afforded the public throughout that district by the Quebec, Montreal & Southern Railway Company, which is operating this line. This latter Company being subject to the jurisdiction of the Board, its train operations, and the facilities generally that it affords to the public over the line of the Napierville Junction, are all subject to the control of the Board, and it makes no difference that the Corporate entity of the Napierville Junction Railway is still continued, the complaints can all be dealth with as against the Railway Company that is operating the Road in question.

Let an Order be made adding the Quebec, Montreal & Southern Railway Company as a party; forward a copy of the Order and of this memorandum to Mr. Stewart, to the Municipality of St. Cyprien, and to the Quebec, Montreal & Southern Railway Company. Forward, also, to the latter Company a copy of the complaint set forth upon behalf of the Municipality of St. Cyprien and ask if it has any further answer to make.

Re Flat Cars.

Owing to the large number of accidents caused by defects in the flat and open cars of railway companies used for shipments of long materials and stone not affording proper safeguards for the handling of such traffic, the Board, upon the report and recommendation of its Inspectors, by Order No. 7599, dated July 24th, 1909, directed that all railway companies within the legislative authority of the Parliament of Canada, operting a railway by steam power, shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association governing the loading of lumber, logs, and stone on flat and open cars, and that shippers and railway companies shall see that all open and flat cars are loaded and the loads protected in accordance with the terms of this Order.

The Canadian Manufacturers' Association applied, under Section 284 of the Railway Act, for an Order directing all railway companies subject to the juristion of the Board, to reimburse shippers for any and all expenses to which they are subjected by reason of having to equip flat cars with stakes and fastenings, so as to comply with the regulations set forth in Order of the Board No. 7599, dated July 24th, 1909.

Judgment, Mr. Commissioner Mills. February 19th, 1910.

This application is in behalf of shippers of lumber and other forest products, stone, iron pipe and tubes, structural iron and steel, vitrified pipe, cars, engines, boilers, dynamos, pumps, farm machinery, and some other commodities.

The section of the Railway Act under which the application is made, or the part of the said section which is applicable to the case, is as follows:

Section 284. The Company shall, according to its powers,—

(a) Furnish adequate and suitable accommodation for the receiving and loading of all traffic offered for carriage upo the railway; and

(d) Furnish and use all proper applinaces, accommodation, and means necessary for receiving, loading, carrying, unloading, and delivering such traffic.

Few, if any, Companies will, I presume, contend that they have not the *power* to furnish such appliances as are proper and necessary for the use of any class of their cars in the work of transportation: and the section quoted seems clearly to establish the legal obligation of the railway companies within the legislative authority of the Parliament of Canada, to furnish all their cars with "all proper appliances," for loading and carrying "all traffic offered for carriage" upon their respective railways; and there can, I think, be no doubt that stakes, braces, binders, and such like fixtures are proper and necessary appliances for the loading and safe carriage of certain commodities on flat cars.

These provisions of the section are lucid and very broad; they are, I think, as clearly mandatory as any enactment can be made; they leave no doubt about the meaning and the intention of Parliament as to the obligation which it was placing upon the Railway Companies.

If, in the opinion of the Board, suitable accommodation and necessary appliances are not furnished by the Company, "the Board may order the Company to furnish the same;" and it "may prohibit or limit the use..... of any engines, locomatives, cars, rolling stock, apparatus, machinery, or devices, or any class or kind thereof, not equipped as required by this Act, or by any Order of regulations of the Board made within its jurisdiction under the provisions of this Act."

See sub-section 3, as follows:

"If in any case such accommodation is not, in the opinion of the Board, furnished by the Company, the Board may order the Company to furnish the same within such time or during such period as the Board deems expedient, having regard to all proper interests; or may prohibit or limit the use, either generally or upon any specified railway or part thereof, of any engines, locomotives, cars, rolling stock, apparatus, machinery, or devices, of any class or kind thereof, not equipped as required by this Act, or by any orders or regulations of the Board made within its jurisdiction under the provisions of this Act."

Further, by an amendment to the Railway Act (7-8 Ed. VII, Chap. 61, Section 10), the Board is given authority to "make regulations. . . . . .imposing charges for default or delay by any company in furnishing accommodation, appliances, or means as aforesaid," and to determine by order or regulations "what circumstances shall exempt any company from payment of any such charges," that is, such charges as are imposed by the Board.

There can, I think, be no question as to the obligation imposed; and I find no provision for relieving the Companies of the obligation. The Board is invested with authority—

1st. To order any railway company under its jurisdiction to furnish "all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading, and delivering such traffic," that is, "all traffic offered for carriage upon its railway," if such appliances, accommodation, and means are not furnished by the said company.

2nd. To prohibit or limit the use of rolling stock which is not equipped "with all proper appliances."

3rd. "To make regulations imposing charges for default or delay by any company in furnishing accommodation, appliances, or means as aforesaid,"—that is, in the provisions of the section quoted above.

4th. To determine "what circumstances shall exempt any company from payment of any such charges,"—that is, the charges, if any, which are imposed by the Board.

But, so far as I can see, the Board is nowhere given authority to relieve a company of the obligation imposed as above, nor of its legal liability for damages under sub-section 7 of the section referred to.

It should, on the one hand, be borne in mind that flat cars cost 30 per cent less than box cars of the same capacity; and, on the other hand, it must be admitted that it is more difficult and probably somewhat more expensive to provide, keep, and replace the appliances necessary for shipping on flat cars than such as are required for shipping in box cars, and that it may often be necessary for the railway companies to have shippers do the actual work of providing some of the appliances necessary for the proper loading of flat cars; but these facts are not inconsistent with the provisions of the Act. In fact, it is quite clear that neither the difficulty, nor the cost, nor the method of furnishing certain of the "proper" and "necessary" appliances, removes or in any way lessens the liability of the companies.

Hence, so long as Section 284 (a) and (d) of the Railway Act is in force, no railway company subject to the jurisdiction of the Board, can, I think, legally require a shipper to provide at his own expense such appliances as are "proper" and "necessary' for the loading and safe carriage of his goods on flat cars or any other kind of cars furnished by the said company. The only exception, in my opinion, should be in the case of a shipper who, from preference, makes specific application for a flat car or flat cars and uses it or them to ship goods, such as certain kinds and dimensions of lumber, etc., which can be properly loaded and safely carried in box cars,—it being understood that, at the time of his application, such box cars are available and will be furnished on due notice.

Therefore, after due consideration of the legal aspects of the case, the argument of Counsel, the evidence given at the hearing, and the very voluminous evidence taken a short time ago by the Interstate Commerce Commission, in a prolonged investigation of the same subject, in Washington, U.S.A. (see cases 827, 828, and 873, Vol. XIV. of the Interstate Commerce Commission reports),—my opinion is—

1. That in the case of a shipment of goods on a flat car, the railway company should, in compliance with the provisions of section 284 (a) and (d) of the Railway Act, pay to the shipper, or allow him by deduction from his freight bill, the actual cost of the stakes, &c., furnished by him, not exceeding two dollars ($2.00) per car, in consideration of the fact that he had to provide (beyond what would have been required in a box car) certain appliances—stakes, braces, binders, &c.—which were necessary for the proper loading and safe carriage of his goods on the said flat car: provided, however, that no such payment or allowance should be made when a shipper, from preference, has made specific application for a flat car and has used it to ship goods which could have been properly loaded and safely carried in a box car,—it being understood that, at the time of his application, such box car was available and would have been furnished on due notice.

2. That, in as much as the weight of the appliances necessary for the proper loading and safe carriage of goods on flat cars is not included in the official tare of the said cars, the Railway Companies should be directed to deduct, as additional tare, a minimum weight of five hundred pounds (500 lbs.) per car, from the weight entered on the way-bill of goods shipped on flat cars.

Assistant Chief Commissioner Scott concurred.

An Order was drafted to give effect to this judgment. The view of the Chief Commissioner, concurred in by the Deputy Chief Commissioner and Mr. Commissioner McLean, was that this draft Order went farther than the reasons for judgment called for.

Judgment, Chief Commissioner Mabee, February 14th, 1911.

The draft Order goes a good deal farther than the reasons for Judgment.

After fully considering this matter, I am compelled to come to the conclusion that no Order at all should be made, except that providing for the allowance of five hundred pounds.

It is thought that the Act makes it imperative that the Companies shall furnish these stakes, sec. 284 being invoked. It is true the law requires Companies to furnish all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading, and delivering traffic. I presume "proper appliances" means reasonable appliances. I take it that in practice the Companies cannot furnish stakes as the "traffic moving in open cars is of such diverse forms that there can be no uniformity in regard to fixtures, staking, blocking, &c., required." Now, if it is not reasonable to order the Companies to furnish stakes, why it is reasonable to order them to reimburse the shipper, I do not understand. The order does not propose to compel them to supply these stakes, as part of the equipment for carrying the load, but proceeds upon the view that the Companies cannot furnish them, and so because this is so, they should pay their cost to the shipper. If they are a necessary part of the equipment to "carry," it might be that they should be directed to furnish them; but as I understand the case, it is not contended this would work out in practice, and so the shipper asks to be paid for furnishing something that the Railway Companies cannot, in reason, be asked to supply. I do not think this is logical.

Judgment, Mr. Commissioner McLean, February 15th, 1911.

I agree with the disposition of the matter recommended by the Chief Commissioner.

There are variations in the cost of stakes and fastenings used on shipments of lumber. The application is for a minimum allowance of $2.50 per car; the draft order recommends a maximum allowance of $2.00 per car. The evidence submitted shows wide variations in the estimates of cost; British Columbia submits statements of $2.33 to $2.80 per car, and a letter on file states the cost at $4,00 per car; Quebec submits a statement of $3.26, while New Brunswick submits a statement of $6.00 per car. What the cost may be in other sections is not established. It would appear then that we have nothing before us which would show what would be a fair average allowance generally applicable throughout Canada. In fact the evidence warrants the conclusion that it is impossible to get an average which would be fairly applicable throughout Canada. This was also the conclusion of the Interstate Commerce Commission in connection with the lengthy investigation into the complaints of various Lumber Dealers Associations.

> "National Wholesale Lumber Dealers' Association et al vs. Atlantic Coast Line Railway Company et la, 14 I. C. C. Rep., pp. 157-162 inclusive."

It appears that a comparatively small proportion of the lumber traffic is moved on flat cars. In evidence, it was stated that not more than 20 per cent of lumber was moved on flat cars; but as this apparently included logs as well, the percentage of flat car movement of lumber is within this estimate. A special report to the Board, October 16th, 1908, in connection with the question of lumber movement on flat cars showed very small percentages in the case of various shipping firms at Ottawa:—

	Per cent.
Booth, lumber and shingles loaded in flat cars	2½ to 5
Edwards, lumber and shingles loaded in flat cars	2½
Shepard and Morse, lumber and shingles loaded in flat cars	about $\frac{1}{10}$ of 1
Ottawa Lumber Co.., lumber and shingles loaded in flat cars	1
Rideau Lumber Co., lumber and shingles loaded in flat cars	5

It appears at the same time that in the case of the coarser grades of lumber, flat cars have an advantage over box cars in that the former will carry from three

thousand to four thousand pounds more. This is an advantage in connection with car supply. This affords an advantage in filling orders for carload shipments, and there would also appear to be a further advantage in the use of flat cars that they can be more expeditiously unloaded.

In connection with the use of flat cars, it must be recognized that the flat car is to be regarded as a general utility car which may be used for a variety of purposes. It is to be recognized that even in the case of lumber shipments, the staking and fastenings may vary with the traffic moved. The M. C. B. Rules recognize this in the distinction made between lumber and long poles in respect of stakes and fastenings. It follows from the nature of the traffic that is moved on flat cars that it is of such diverse form that there can be no uniformity in regard to fixtures, staking, blocking, etc. It was because of the recognition of this difference that the Interstate Commerce Commission in the case already referred to held that the staking was a matter which was most conveniently handled by the shipper himself in unloading the car. (Page 160.)

Reference may be made to different commodities moved on flat cars, for example, agricultural implements, machinery, girders, plate glass. These are not only differentiated in respect of their requirements as to staking, blocking, etc., from one another, but from lumber as well. There are a few seeming exceptions where there are permanent fixtures on open cars, for example, the permanent racking and staking of bark cars and coke cars. The bark cars are either permanently staked by the railways or a weight allowance is made, while in the case of the coke cars there is permanent racking. Here it appears that there is a case of special traffic of sufficient volume to warrant setting aside special equipment, and the fixtures are used for this traffic alone.

In case of lumber traffic moving on flat cars, it is admitted that the car stakes and fastenings are seldom, if ever, used again in connection with lumber shipments and are of no use in connection with other traffic; and it is further established that with the exception of cars used for certain specialized forms of traffic, it has been so far impossible to develop any satisfactory general system of permanent stakes and fastenings. It is to be recognized also that in connection with box car traffic, as, for example, S.U. in C.L. (autos, carriages, etc.), special blocking is required. Here, the expense is on the shipper, a weight allowance being made.

It is contended that under Section 284 of the Railway Act of Canada, there is an obligation on the railway to supply stakes and fastenings. The provisions which are pertinent here are subsections *b* and *d*, requiring the railway to—

> s.s. (*b*) "furnish adequate and suitable accommodation for the carrying, un-
> "loading, and delivery of all such traffic."
> s.s. *(d)* "furnish and use all proper appliances, accomodation, and means
> "necessary for receiving, loading, carrying, unloading, and delivering
> traffic."

In both of these subsections, it is the word "cgarrying" which is signifiaent for our purpose.

Subsections 2 and 3 of Section 284 make clear that while the subsections quoted are apparently mandatory that in reality the Board has discretion in passing on questions arising under *"accommodation"* under which questions in connection with *"carrying"* arise.

I am, therefore, of opinion that the Board is free to consider not only traffic conditions and peculiar circumstances presented, but also the question whether it is physically possible for the railway to supply permanent staking, etc.

The stakes and fastenings supplied by the shipper should be recognized as part of the tare of the car, and no freight should be charged thereon. The tariffs now in existence do make certain allowances from track scale weights "to cover variation in

tare of cars, absorption of moisture, accumulation of ice, snow, etc.," e.g., G.T.R. Special Freight Tariff C.R.C. No. E 1165, p. 2; and it was also alleged in evidence that these allowances did include allowance for stakes. The rule in regard to these allowances was one of long standing. It was not to my mind clearly and affirmatively shown that in arranging these weights there was in the case of lumber any allowance made in the first instance for fixtures supplied by shippers.

On examination of the tariff above referred to, it will appear that in some instances there are allowances for weight of stakes.

e.g. bark loaded on flat cars: an allowance of 1,500 pounds is made where racks are supplied by shipper.

blocking, dunnage, or temporary racks used in connection with shipments of agricultural implements, machinery, street cars, vehicles, or stoves, actual weight but not exceeding

in box cars	1,000 lbs.
on flat cars	1,500 lbs.

In the case of lumber and other rough forest products, not elsewhere provided for, there is the following:—

in box cars, Jan. 1 to Dec. 31	500 lbs.
on flat cars Dec. 1 to April 30	1,000 lbs.
(May 1 to Nov. 30	500 lbs.

that is to say no allowance is made for staking flat cars.

After due consideration of the matter, I am of opinion that in case of shipments on flat or open cars an allowance of 500 lbs. should be made for stakes and fastenings supplied by the shipper, and that no freight should be charged thereon. It may be noted that this is in accordance with Rule 13 of the Western Classification and Rule 19 of the Official Classification.

Later, and on March 10th, 1911, Mr. Commissioner Mills delivered the following further judgment, which was concurred in by Assistant Chief Commissioner Scott.

Further and later, I desire to make a few observations in extension of my judgment regarding the appliances necessary for the shipping of goods on flat cars.

The loose doors required in box cars when they are used for shipping grain are often (the representative of one leading railway company said "very often") stolen, lost or mislaid, especially at flag stations. In fact, it is doubtful "whether it is physically possible for the railway company to supply permanent" doors of the kind in question. At the hearing of the application of the C.P.R. and G.T.R. for an Order amending Orders No. 6701 *re* coal doors, No. 6763 *re* live stock doors, and No. 6186 re grain doors, in Ottawa, November 16th, 1909, Mr. Pullen, representing the railway companies, stated, regarding the doors in question, that

"It is a very difficult thing with these cars standing on sidings all over the "Country, to protect these pieces that are loose."

And, in reply, Chief Commissioner Mabee said—

"That may be a burden in managing a railway; but if I steal a car door and the "car is sent to you (a shipper), I do not see why you should be called upon to pay "for that."

And at the earlier hearing of the complaint of the Grain Growers Grain Company, Limited, in Winnipeg, Manitoba, on the 2nd of February, 1909, the Chief Commissioner, speaking of allowances to be made for grain doors lost or stolen, said—

"It seems to me that the difficulty that arises is not by reason of any fault of the "man who is intending to use the car to ship his traffic in, but is by reason of the "omission of the railway companies to supply him with the car in the condition it "should be in in order to carry his shipments. We, of course, all appreciate the

"difficulties the railway companies are in in the way of keeping these cars in proper "condition; but, after all, this is one of the burdens that the carrier has to bear, and "it should not militate against the shipper."

"When the car comes to him for the purpose of being used, it is in a "defective condition; and before he can use it, he is compelled to go to the trouble "of supplying himself that which the railway companies should have supplied him, "and he is compelled to make good their default."

"Now, it is only fair, I think, eminently fair, that he should be recompensed "or reimbursed with just as little delay and just as little friction and trouble to him "or to anybody else as possible."

The evidence submitted at the hearing showed wide variations on the estimates of the cost of the doors supplied; and, no doubt, there are considerable variations, depending on various circumstances: such, for example, as whether the shipper happens to have suitable lumber and nails on hand, with the tools and mechanical skill to do the work himself; or lumber and nails, with a carpenter in his employ; or lumber and nails, but no carpenter; or neither lumber, nails, nor carpenter, in which latter case, he has to order lumber and nails and send after a carpenter to come, it may be some distance, for the petty job of making one, two, three or four small rough doors.

Thus it appears that there are considerable, perhaps wide variations in the cost of grain doors made at different places and under very different circumstances; and the evidence under this head might warrant the conclusion that "it" was and "is impossible to get an average that would be fairly applicable through Canada." Nevertheless, the Board made the following Orders requiring railway companies within the legislative authority of the Parliament of Canada to make allowances to shippers for doors which they are compelled to furnish for loading and carrying grain, coal, and live stock in certain kinds of cars:

On February the 2nd, 1909, Order No. 6186, directing railway companies to pay shippers who are compelled to furnish grain doors for box cars, sums varying from 50 cents to $3.00 per car in the Provinces of Manitoba, Saskatchewan and Alberta.

On February, the 2nd, 1909, Order No. 6763 directing railway companies to pay shippers who are compelled to provide the planks and spikes necessary for doors in box cars furnished for the shipment of live stock, the sum of $1.25 per car.

On February, the 19th, 1909, Order No. 6701 directing railway companies to pay shippers who are compelled to provide doors in certain cars furnished for the shipment of coal, sums varying from 50 cents to $3.00 per car.

On December, the 10th, 1909, Order No. 8860 re-affirming the provisions of Orders 6186 and 6701, with slight changes in the method of making allowances to be paid by railway companies to shippers who are compelled to furnish grain and coal doors in lieu of doors that have been taken or stolen from certain kinds of cars supplied for shipments of grain and coal,—the said allowances varying from 50 cents to $3.00 per car at and west of Fort William, and 50 cents to $2.00 per car east of Fort William.

The words "adequate and suitable accommodation"—Section 284 (b) of the Railway Act—have a somewhat vague and indefinite meaning; and for that reason there is room for the exercise of discretion as to what should be included under that head in any particular case; but I submit that there is no uncertainty as to the meaning and no room for the exercise of discretion in the case of "appliances" which are admittedly "proper" and "necessary" for loading and carrying a given commodity on a specific kind of car.

The judgment of which this is an extension in re the equipment of flat cars, was intended to deal *only* with such "appliances" as are *admittedly* "proper" and unquestionably "necessary" in loading and carrying certain commodities which

cannot be properly loaded and safely carried on any other kind of cars; and I am wholly unable to understand how such "appliances"—absolutely necessary stakes, braces, binders, etc.,—can by any process of reasoning be pronounced *unreasonable,* and hence not in the list of "appliances" which railway companies are under legal obligation to provide, or pay for as in the case of loose grain, coal, and live stock doors frequently furnished by shippers.

Judgment, Deputy Chief Commissioner Bernier, March 21, 1911.

You ask my opinion in the above case.

Leaving aside the legal aspect of the question, by considering the words used by the Statute and the ordinary meaning of accommodations and appliances, I do not think that the same should be considered as converting a flat car into a box car as carrying cars for certain classes of goods, and as far as my experience goes, except in some cases, where stakes are made as permanent, the railways derive no benefit from those stakes which are kept by the consignees, used and sold by them, and thereby, I am of opinioin that 500 lbs., allowed by the Railway are sufficient to meet the exigencies of the trade.

The Order of the Board, dated March 27, 1911, giving effect to the majority judgment, required all railway companies within the legislative authority of the Parliament of Canada to file special tariffs, to take effect not later than May 1st, 1911, providing for an allowance of 500 pounds from the weight of each carload in or upon open cars over the weight of such racks, stakes, standards, boards, supports, or other material furnished by shippers as may be necessary to retain the lading in or upon the said open cars, from the point of shipment to the destination thereof, and for which no allowances are specifically prescribed in the existing tariffs or classifications: provided that the minimum weight prescribed for the said freight or lading by the Classification or tariff applicable thereto shall not be reduced by reason of the said allowance.

Re City of Regina and Spur Track on Seventh Avenue.

The facts are fully set out in the judgment of the Chief Commissioner.

Judgment, Chief Commissioner Mabee, November 28th, 1910.

On the 31st of August, last, the Board received a telegram from Mr. A. J. McPherson, of Regina, asking if the Canadian Northern spur application, on Seventh Avenue, had been dealt with, and stating that it was very important for the city to construct at once, as it was for trunk sewerage purposes. On the same day the Secretary of the Board wired to Mr. McPherson that no application had been received for any such spur.

On the 10th of September, Mr. J. F. Frame, Acting City Solicitor, telegraphed as follows:—

"If Canadian Northern Railway has not already entered same for hearing at "Regina for twenty-first, please enter for that sitting application City of Regina "to build and operate a temporary spur on Seventh Avenue, Regina, to City Sewage "Disposal Works; also enter for same hearing the following matters:—Renewal of "City's application Broad Street Subway. Application for same was adjourned "February 12th, 1909, for further hearing; also renew City's application to cross "Canadian Pacific and Canadian Northern lines by electric street railway lines."

The Secretary, in reply to this, on the 10th September, telegraphed to the Acting City Solicitor that no application had been filed by the Canadian Northern or the City of Regina *re* spur track on Seventh Avenue, and that an application had better be prepared under section 226.

On the 9th of September, Mr. Frame forwarded, together with a letter of that date, formal application on behalf of the City to construct this spur, setting forth the reason why the application was made. The matter came up before the Board at a sitting in Regina on the 21st of September, and was discussed at considerable length. No order was made, as the application was not in proper form (the particulars of the irregularity will be referred to later on).

No further step was taken by the City or the Canadian Northern until the Secretary wrote to the City Solicitor on the 6th of October, pointing out to him that the matter had been spoken to at Regina, and that no order had been made, as the application was not in proper form; and the Solicitor was further advised that proper application and plans were to have been filed, and proof of service made on all parties affected.

On the 14th of October, Mr. Frame wrote advising the Secretary that the Board would not grant the application, inasmuch as it had not been made by a railway company, and because the application had not been advertised for the necessary length of time; and that the Chairman had stated that if the application were put in proper form, it would go through, as a matter of course, without any hearing, provided it was advertised; and that the same application was now being made by the Solicitors for the Canadian Northern and the proper advertising had been done. This letter also contained the further statement that the writer himself could positively assert that the Board expressly stated that it would not be necessary to serve the property owners along the street with notice of the application. This letter was answered by the Secretary on the 18th, who again pointed out that no application had been made or plans filed.

The Board received, on the 21st of November, another application forwarded by the Solicitors of the Canadian Northern Railway, together with a copy of a letter from the Solicitors of this railway at Winnipeg, in which the statement again appeared that the Board had informed Mr. Frame, at Regina, that it would not be necessary to serve, personnally, the property owners along the spur. This application, although received from the Solicitors of the Canadian Northern Railway Company, is a duplicate of the application that was formerly made by the City of Regina, and purports to be signed as of the 9th of September, by Mr. Frame as Acting City Solicitor. The letter from the Solicitors also states that this application covers a spur intended to commence at a point on a *spur line already owned by the City* on Smith street. On the same day, the Solicitor for the Canadian Northern was advised, in reply to his application, that it must come from *the Railway Company* and not from the City, and that this had been pointed out to the City Solicitor a long time ago.

On the 24th November, the Board received an application (purporting to come from the Canadian Northern Railway), for leave to construct this spur, dated the 23rd of November and signed by the Assistant Solicitor. Clause "c" of this application states that the eastern end of said spur is to connect at or near Block 144 with the *spur owned by the said City* on Smith Street, Regina.

The Board is expected to treat with and straighten out all this tangle that the parties have got this matter into.

Upon reference to the files of the Board, it would appear that the spur on Smith Street, that is now said to be *owned by the City,* was constructed under an Order dated the 8th of February, upon the application of the *Qu'Appelle, Long Lake and Saskatchewan Railway Company,* of which as I understand, the Canadian Northern Railway Company is now the successor. There is nothing to show that the City of Regina owns any spur on Smith Street, nor has any legislation been pointed out to the Board (local or Federal), under which it would be possible for the City to own a railway spur.

Again, adverting to the proceedings that took place at Regina on the 21st of September, it was distinctly pointed out to the Applicant that the Board had no jurisdiction to grant authority *to the City of Regina* to construct a railway spur. It was suggested that the application should be made by the Canadian Northern Railway Company. It also appeared that there were a number of individual property owners along the street that it was proposed to run the spur upon. At that time no proper advertisement had been given of the proposed application, and it was distinctly stated that the Board would not attempt to exercise any power to let a railway run along a street and destroy people's property without giving them a change to be heard. The Applicant was also asked under what section of the Railway Act the City of Regina had power to build railways and branch lines. The reply was made that the Secretary of the Board had said that the application would have to be made by the railway; that the Applicant had asked the railway to make it; and that they had not made it. The Board also intimated that if the railway would make the application, or would substitute its name in the City's application and have the necessary advertising done, that it would then be ripe for hearing, and that it would probably go through, as a matter of course, when the papers had been completed.

The question of whether each individual land owner would have to be notified was also discussed, and the following is a transcript of what took place:—

"Hon. Mr. MABEE.—If the Application is made by the Railway Company and the City consents, then if no landowners are affected, we make an Order waiving "advertising, but not where landowners are affected.

"Mr. FRAME.—Will each of these men have to be served with notice of the "application,—each individual owner? Is there an Order of the Board outstand-"ing to that effect?

"Hon. Mr. MABEE.—No.

"Mr. FRAME.—I was notified by the Solicitor in Winnipeg that there was an "order of the Board to that effect. I could not find any.

"Hon. Mr. MABEE.—I do not think there is.

"Mr. RICHARDSON.—No, sir, I think they had reference to Municipalities being notified.

"Mr. FRAME.—We got the consent of the Department of Public Works to the "line on the highway after we leave the City limits.

"Dr. MILLS.—I suppose people in that locality are aware of your proceedings?

"Mr. FRAME.—They won't be, unless they notice it in the newspapers, I suppose.

"Dr. MILLS.—I never read the ads. in newspapers.

"Hon. Mr. MABEE.—Well, the law provides that notice must be given to people "whose property is affected. We haev to observe it. I do not know whether they "are affected or not; but if I had a house or lot, and if you were going to run a "branch line right in front of it, I think I would find out about it."

Now, it would seem from this that Mr. Frame obtained the impression that the Board waived the necessity of notifying the individual landowners. This impression was erroneous. The answer above given was that there was an Order of the Board to that effect. It was not intended that notice should not be given to the individual landowners. There is no order of the Board. It has, however, been the practice and where lines of railways have been located along highways the Board has required the landowners abutting upon the highway to be notified of the intended application. It has also sought to exercise jurisdiction that such locations should not be approved unless compensation for damages, if any, were made by the company locating the line upon the highway.

It is impossible for the Board, upon the present application, to grant authority for the construction of this spur.

The Canadian Northern application, now before the Board, is to connect with some spur alleged to be *owned by the City of Regina*. As I understand the Railway

Act, it empowers railways to construct branch lines connecting with *their own lines* or branches, but not to construct some branch connecting with a line owned by some other Company; and as this matter now stands the Canadian Northern might as well make an application to construct a spur leading off from some of the tracks of the Canadian Pacific Railway Company, as from some branch said to be owned by the City of Regina.

It is a matter of regret that this apparently urgent and certainly simple matter should have dragged along so, and have been got in such a mess.

The application must be refused.

Re Grand Trunk Pacific Branch Lines in Fort William.

The Grand Trunk Pacific Railway Company applied for leave to construct certain branch lines in the City of Fort William, Ontario.

Judgment, Chief Commissioner Mabee, October 22nd, 1910.

This matter was reserved at the recent sittings at Port Arthur in order that the Board might be advised of the opinion of the Chief Engineer upon the application.

Apart from any engineering features, however, it seemed a pretty broad request that was being made by the Railway Company.

Mr. Mountain, under date of the 21st of October, reports that the whole proposition to his mind is ridiculous as to the proposed crossings of the Canadian Pacific main line. He is also of the opinion that the objections taken by theCanadian Northern to the crossing of their tracks is well-founded.

Mr. Mountain expresses the opinion that the three railways at Fort William should make an interswitching arrangement to all industrial points, and do away with the necessity of crossings.

In view of this expression of opinion by the Chief Engineer, of course this application must be refused.

Re Application Mutual Transit Company and the Canadian Pacific Railway Co. under Lord's Day Act.

The Mutual Transit Company and the Canadian Pacific Railway Company applied, under Section 12, Sub-section (x), of the Lord's Day Act, R.S.C. Chapter 153, for leave to tranship freight at Windsor, Ontario, on the Lord's Day. The facts are fully set out in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, October 31st, 1910.

The Mutual Transit Company is a United States Corporation running a line of freight steamers on the Great Lakes, between Gladstone, Michigan, and Buffalo, New York. These steamers do not carry passengers. Windsor is the only Canadian Port the steamers stop at. At that Port flour and grain products are transhipped from east bound boats to the Canadian Pacific Railway Company and handed by it at Newport, Vermont, to the Boston & Maine, or at Albany to the New York Central, for distribution in the Eastern States or for delivery at Atlantic ports for shipment to Europe. In 1909, this traffic carried by these boats, east bound, and transhipped at Windsor amounted to 33,499 tons, and west bound to 10,722 tons. There are at least three, and sometimes nine or ten, steamers on the Gladstone Buffalo route. It takes each steamer about a week to make the round trip. It is not practicable to run all the boats so that none of them will ever be at Windsor on the Lord's Day.

The rate from Gladstone to Buffalo is the same as from Gladstone to Windsor. If the boats are not permitted to load or unload on the Lord's Day at Windsor they will not stop at that port. At Windsor from forty to sixty men are employed by the

hour to load or unload a steamer. With the west bound steamers this takes from four to eight hours, while it takes from three to five hours with the east bound traffic.

The two companies now apply to the Board, under Section 12, subsection "x" of the Lord's Day Act, R. S. C., Chapter 153,

> "for leave to unload and tranship freight and merchandise from the "steamers of the Mutual Transit Company to the trains of the Canadian "Pacific Railway Company, and to unload and tranship from the said trains "to the steamers on the Lord's Day and forward the said freight and merch-"andise to their destination in Canada, or the United States, in the said "trains, or steamers, and for such purpose to start said trains or steamers "on the Lord's Day and do any work necessarily incidental thereto, including "the placing and returning of empty cars."

In exercising our powers, under subsection "x", we are to be guided by two principles; first, the object of the act that is the due observance of the Lord's Day; and, second, we should only give permission to do on the Lord's Day something that is not otherwise authorized where it is necessary to prevent undue delay. In the case before us, I cannot see that undue delay will occur if we refuse this application. It was stated very frankly by the Applicants that the steamers will not stop at all at Windsor on Sundays if this application is not granted, but will proceed on their journey. Therefore, how can there be undue delay either to the steamers or the traffic? Eastbound traffic may be carried to Buffalo for the same rate, and get to its destination through that port. As far as westbound traffic, which is transhipped from the train to the steamer at Windsor, and which we are told is generally merchandise, is concerned, I cannot see that there will be any undue delay in it occasionally having to lie in Windsor over Sunday. The evidence is that it is only once in every third or fourth Sunday that a steamer calls at Windsor on that day. That being so, it would be only a few times during the whole season of navigation that such freight would be delayed at Windsor. Bearing in mind the delays which are constantly occurring in transportation of freight by railway companies in this country, I do not consider the delay for an occasional Sunday at Windsor an undue delay.

I am, therefore, of the opinion that, this application should be refused.

Mr. Commissioner Mills concurred.

Re Vancouver Street Crossing.

This was an application by the City for better protection at crossings by the Canadian Pacific Railway over Columbia, Carrall, and Powell Streets, in the said City.

Judgment, Mr. Commissioner Mills, January 10th, 1911.

Main Line Crossings.

Columbia Avenue (crossing by main line).—From a report of Engineer Drury, dated March 29th, 1910, it appears that there are gates at the crossing of Columbia Avenue by the main line of the Canadian Pacific Railway, which gates, Mr. Drury thinks, furnish all the protection required for the time being; and on the 5th of April, 1910, the City of Vancouver reported to the Board that it considered the said gates "sufficient at the present time," leaving the question of an overhead bridge to be considered at a later date.

Carrall Street (crossing over maine line).—On the 11th of October, 1909, the City of Vancouver applied to the Board for permission to construct a wooden foot

bridge over the main-line tracks of the Canadian Pacific at the north end of Carrall Street. The case was heard by Commissioners Scott and McLean in Vancouver on the 27th of October, 1909; and, on the 25th November of that year, judgment was given, granting the City's application; but the plans submitted were not satisfactory. Hence the City was notified to have the plans amended; but it has not taken any action in the matter since that date, though written to three times.

In view of these facts, I think there is not at present any ground for further action by the Board regarding the crossing of these two streets by the main line of the Railway Company.

Crossings on English-Bay Branch.

Regarding the traffic on this branch of the Canadian Pacific Railway and the streets crossed by it, etc., especially Columbia Avenue, Powell Street and Carrall Street, Inspector McCaul reported on April 27th and October 4th, 1910, that the street traffic was very heavy and the movements of trains over the streets very numerous,—from 66 to 70 per day,—adding that both the light engines and the ordinary trains move very carefully, but that the view of approaching engines and trains at nearly all the streets is bad.

The Railway Company installed and is maintaining gates at the crossing over Hastings Street, at its own expense and that of the British Columbia Electric Company (half and half); the City of Vancouver is, at its own expense, protecting the Pender Street crossing by a flagman; and the opinion of the Inspector is that a general scheme for protection at all the crossings on this Branch should be adopted at an early date.

A fatal accident occurred at the crossing over Columbia Avenue (Branch Line) on the 24th of August, 1910. A light engine backing along the track, or running tender first, in charge of an engineman and a fireman, without anyone on the rear end of the tender (as required by Section 276 of the Railway Act and by the rules of the Railway Company) killed E. J. Brooks.

In reporting on this case, Inspector McCaul finds Engineer M. Cameron and the Canadian Pacific Railway Company responsible for the violation of Section 276 of the Railway Act and failure to comply with the Company's rules.

He also holds Fireman Sargood responsible for the violation of the said section and rules, adding that this engine backed down from the shop across all the streets on the Branch, in open violation of the law and the rules of the Company.

> "Had," he says, "the law been carried out, it is reasonably safe to assume "that there would have been no accident, and this poor unfortunate would not "have been hurled into Eternity."

We have not been informed as to what punishment was inflicted upon the officials guilty in this case; but Mr. William Whyte, the 2nd Vice-Pres. C.P.R., has been written to regarding the matter.

Mr. McCaul states that there is more need of protection at the Columbia Avenue and Powell Street crossings (which are very close together) than at the Pender Street crosssing. He recommends that a flagman be kept at the Columbia Avenue and Powell Street crossings; and I approve of his recommendation.

Therefore, I think the Company should be required forthwith and hereafter to protect the crossings over Columbia Avenue and Powell Street by a flagman or man from 7 a.m. to 11 p.m. The British Columbia Electric Railway Company to refund to the Canadian Pacific Railway Company one-sixth of the wages paid to the man or men employed.

Chief Commissioner Mabee concurred.

Vegreville V. Canadian Northern Railway Company.

The Council and the Board of Trade of the Town of Vegreville, in the Province of Alberta, applied for leave to open Main Street, in the said Town, across the right of way and tracks of the Canadian Northern Railway Company.

Judgment, Mr. Commissioner Mills, December 29th, 1910.

From the record, it appears that Main Street as laid out on the plan filed with the Board did not exist as a street when the railway was constructed. In other words, the Town is junior to the Railway in this case.

The said street is only 225 feet distant from the passenger station. There are four tracks where the street would intersect the railway; and the traffic on the street would be heavy, if it were opened and maintained as requisted by the Applicants.

Therefore, the Board feels that, in the public interests it should refuse to grant the application for the opening of Main Street across the railway, unless on terms and conditions which would be burdensome to the Town, namely, that the Town, at its own expense, as junior to the Railway, construct and maintain a subway under or a bridge over the railway at the said crossing: and the construction of such a subway or bridge, if feasible on financial grounds, would interfere with Railway Avenue on the south of the railway yard, and with the extension of St. Lawrence Avenue on the north of the said yard, as shown on the plan filed with the Board.

The Railway Company has opened First Street across its yard and track, 600 feet distant from Main Street, and has offered to furnish a crossing at the west end of its yard, say in line with Ottawa Street, from St. Lawrence Avenue to Railway Avenue. Hence I think the Town and the Railway Company should agree where the western crossing is to be made, and report to the Board; after which, the Board will issue an Order providing for both crossings in accordance with, and subject to the General Regulations of the Board affecting Highway Crossings, as amended May 4th, 1910.

Chief Commissioner Mabee concurred.

IN THE MATTER OF THE TARIFFS OF EXPRESS COMPANIES CARRYING ON BUSINESS IN THE DOMINION OF CANADA.

Mr. SHEPLEY, K.C., Mr. W. S. BUELL.	Represented the Dominion Government.
Mr. CHRYSLER, K.C., Mr. GEOFFRION, K.C., Mr. CREELMAN, K.C., Mr. J. J. CREELMAN, Mr. MCLEAN, K.C., Mr. BENNETT, K.C.	Appeared for the Dominion Express Company
Mr. LAFLEUR, K.C., Mr. BIGGAR, K.C., Mr. MCKEOWN, K.C.	Appeared for the Canadian Express Company.
Mr. LAFLEUR, K.C., Mr. WALLACE NESBITT, K.C., Mr. GERARD RUEL, Mr. GEO. F. MACDONNELL, Mr. SCOTT GRIFFIN, Mr. CLARKE, K.C.	Appeared for the Canadian Northern Express Company.

The following companies that are subject to the jurisdiction of the Board were also notified from time to time of the sittings of the Board:—

The Alberta Railway and Irrigation Company.

The American Express Company.

The Alaska Pacific Express Company.
The Great Northern Express Company.
The Maritime Express Company.
Pacific Express Company.
United States Express Company.

The following Associations and Boards of Trade were also represented at the various hearings:—

The Canadian Manufacturers' Association.
Montreal Board of Trade.
Toronto Board of Trade.
Niagara Peninsula Fruit Growers' Association.
St. John, N.B., Board of Trade.
Sackville, N.B., Board of Trade.
Winnipeg Board of Trade.
Vancouver Board of Trade.
Victoria Board of Trade.
Winnipeg Shippers' and Jobbers' Association.
Regina Board of Trade.
Calgary Board of Trade.
Edmonton Board of Trade.
Associated Boards of Trade of Western Canada.

The CHIEF COMMISSIONER:—

In substance this matter must be treated as an application by the Express Companies operating in Canada for approval by the Board of their "Standard" tariffs. The legislation was discussed at length during the early stages of the Enquiry, and the late Chief Commissioner ruled that these tariffs required the affirmative approval of the Board, and that the onus of establishing that the tariffs were reasonable and fair was upon the Express Companies. It was suggested that a stated case might be submitted for the consideration of the Supreme Court upon three points: (1) As to whether these tariffs required affirmative approval in the first instance: (2) If so, as to the onus of proof; and (3) as to the principles upon which the Board should proceed in deciding whether to approve or disapprove the tariffs submitted.

After much discussion, the Companies abandoned the alternative of submitting these questions to the Supreme Court, and the Enquiry proceeded, gradually developing into practically an investigation into all the various phases of Express business as carried on in Canada, and to some extent, in the United States. A vast mass of evidence has been taken, and Exhibits, Statements, and Comparisons filed, until, at the conclusion, the case has become so voluminous that the greatest difficulty has been experienced in separating the material from the dross, and in endeavouring to obtain definite information from which to draw proper conclusions and make rulings, fair and just in themselves, for the guidance of the Companies and the public.

A vast system of transportation by Express Companies has grown up, involving both in physical operation, as well as in its financial features, details of a most complex character. To cover all the matters discussed in the Enquiry into the affairs of these Companies by fair and well digested findings is not possible. There are some features connected with the business of these Companies, that at the present stage, the Board cannot satisfactorily dispose of, and after long and patient consideration, perusal and reperusal of the evidence and argument it has been concluded that much the fairer course to pursue is to deal with all matters about which we have no reasonable doubt, leaving others that we find we cannot satisfactorily dispose of in abeyance for further discussion, or for additional evidence. This

course we think more in the interest of all concerned than that further delay should be permitted in disposing of matters about which we have come to conclusions, and which cover much the larger portion of those involved; and it is more than likely that in the result the questions not specifically disposed of now, will, by reason of the rulings now made, gradually adjust themselves.

In suggesting the questions to be submitted to the Supreme Court, and in discussing the last of the above questions, the late Chief Commissioner said:—

"The third question I would suggest is as to the principles upon which the "Board is to proceed in deciding whether to approve or not approve the tariffs "submitted.

"Under the legislation in the old province of Canada, the general Railway "Act, made part of the Grand Trunk Railway Company's Charter, and probably "under the Charters of other Railway Companies incorporated before Confed- "eration, their rates were subject to approval by the Governor-in-Council. That "legislation is continued in the General Railway Acts after the formation of the "Dominion, and probably most, if no all of the Railway Companies doing "business in Canada, were subject, at any rate up to the passage of the Railway "Act of 1903, to such provisions; provisions requiring the rates to be approved "by the Governor-in-Council, and provisions giving the Governor-in-Council "power to vary those from time to time.

"I have traced all that legislation up in the judgment in the case of "Robertson v. The Grand Trunk Railway Company, now before the Supreme "Court.

"The Governor-in-Council, I apprehend, under that legislation, was subject "to no legal rules other than such as approved themselves to the Governor-in- "Council. There was no tribunal which had power to review the conclusions "of the Governor-in-Council upon such matters. I take it that under the Rail- "way Act the Board of Railway Commissioners, in approving these standard "tariffs are in the same position. It was expected, of course, that the Board "would be reasonable and just to everybody. The provision authorizing the "Board to disallow the tariffs was that it could disallow them if it considered "them to be unjust or unreasonable. No rules were laid down. I do not think "the Board would be bound by the rules applicable at common law to determine "whether the charges of common carriers were just and reasonable, and I do "not think that the Board would be bound by the rules that have been laid "down in the United States to determine the constitutional limitations of the "powers of State Legislatures. So far as these principles commend themselves "to the judgment of the Board as consonant with natural justice and right "under the circumstances, the Board can adopt and follow them, but I mean "to say that, as a matter of law, it is not bound by the principles that have been "laid down, so far as they have been laid down at common law, for the purpose, "or by the principles so laid down as constitutional limitations in the United "States.

"I think the Board is entitled to take into consideration the probable "expense that Companies will be at in transacting the business to be done under "these tariffs, and the probable returns from that business, and the probable "profits to be made among other factors. Those, where the opportunity exists, "may be judged by the circumstances of the past. Where the Company has "already been carrying on such business, and, for that reason, it seemed to me "that this evidence respecting the receipts from the business of these two "Express Companies (the Canadian and the Dominion), we have had before us, "and their expenditures, is material evidence. And, in considering the expense "to which these companies would be put, naturally the payments to be made "to the railway companies, on whose lines their business is carried, comes in,

"and the position then of the Express Companies with regard to these railway "companies; whether they are separate independent bodies, dealing with each "other at arm's length, each looking after its own interests, or whether in any "case they are really one concern is material; the relations between them; the "condition of independence one of the other. All that is material.

"Of course I do not hesitate to state also that, for what it is worth, "evidence as to how such business is transacted elsewhere, and the proportions "of the Express business received by the Companies who furnish the transporta- "tion, or the amount paid for such transportation, is material to be considered. "But that appears to me to be the position of it with regard to the principles. "I thought perhaps it might be well to express those, and that the parties might "then make up their minds whether they think it desirable, before the Board "concludes these matters, to lay any of the questions of law that seem to arise, "before the Supreme Court for consideration in such a way that we may, if "possible, have its conclusion in time to base our judgment upon it in the end, "rather than that we should go on independently and consider and arrive at "conclusions, and have these matters made a matter of appeal afterwards." "(Evidence: Volume 54, page 7635.)

CAPITALIZATION, STOCK AND FINANCES.

The position of nearly all the Express Companies doing business in Canada, at any rate the position of the Dominion and the Canadian Express Companies, is different from most, if not all, of the Express Companies doing business in the United States. To what extent the capital stock of the various Express Companies there is held by Railway Companies, we have no exact information, although as to some it is known that certain Railway Companies own or control large holdings. In Canada all the capital stock of each of the above companies is held by the parent Railway Company. For instance, every share of the capital stock of the Dominion Express Company is held in trust for the Canadian Pacific Railway Company, that Railway Company being the actual and beneficial owner of all the assets, franchise, and earning power of the Dominion Express Company. Exactly the same position obtains as to the Canadian Express Company. The Canadian Northern Express Company stands in a somewhat different position, as it does not appear that the stock is expressly held in trust for the Canadian Northern Railway Company. A letter from the Company contains the following statement upon this matter:—

"'The capital stock of the company authorized is $1,000,000; issued $300,- "'000. Of this $5,000 was paid in cash and $295,000 was issued as paid up "'stock to the vendors of the express business, and the rights, franchises, good "'will, properties, etc., connected therewith, carried on in connection with the "'Northern Pacific and Manitoba and allied Railway Companies, and for the "'good will, properties, etc., used in connection with the Express business then "'done for the Canadian Northern Railway Company, and allied roads.'

"Hon. Mr. MABEE.—Who were the vendors?

"Mr. BUELL.—William MacKenzie, D. D. Mann, Z. A. Lash, R. J. Mac- "Kenzie, the estate of A. W. MacKenzie, and MacKenzie, Mann & Company, "Limited. It goes on to say,—

"'From the foregoing it will be seen that practically all the capital stock "'is held by MacKenzie, Mann & Company, Limited; the balance of five shares "'being simply qualifying directors shares. None of the stock is held by or in "'trust in any way for the Canadian Northern Railway Company, but as will "'easily be seen the express company is controlled by the same interests as "'control the railway company, the shareholders being practically identical.'" (Evidence: Vol. 89, p. 9076.)

In endeavouring to arrive at what are fair and reasonable tolls for express companies to charge the public, it may not make much difference whether the stock is owned by private individuals, or by the Railway Companies; for, after all, no matter who may be the owner or owners, they are entitled to have the business conducted upon a footing that will yield fair returns; and the fact that these Express Companies are owned by the Railway Companies affords no reason for approaching the consideration of what are fair tolls in any different way than tha the matter should be approached if the stock were in other hands; but it has necessitated a much more careful enquiry into, and consideration of, the relations between the Railway Companies and the Express Companies. For instance, a contract covering carriage and other matters between a Railway Company and the Express Company owned by it, entails much more careful consideration and enquiry into all the surrounding facts than would a contract made between an Express Company, which was an entirely independent organization from the Railway Company, and the Railway Company, the dealing between the two being at arm's length. Again, where all the earnings of the Express Company go to the Railway Company there is an entire absence of competition as to the class of traffic as between the two corporations, and to some extent at least, and of course with certain limitations, it is in the interest of the Railway Company to have the traffic move in Express, and not in Freight cars, as the earnings would thereby be increased; while in the case of an Express Company operating upon a line of railway, the Company owning the latter having no financial interest in the former, it would probably be in the interest of the railway to move traffic in its freight cars; at any rate there would be some competition regarding traffic that might move either by freight or express. Again, where the Express Company is owned by the Railway Company, it is not unfair to assume that the managements of each are in such close touch with each other that tariffs are built that will work to the best advantage of the Railway Company. We are not suggesting that the Enquiry has developed any abuses arising from these relations, but mention these matters as illustrative of the amount of detail this investigation has cast upon the Board and its officers.

Following the suggestions made by the late Chief Commissioner, above cited, a large variety of subjects were discussed with the view of assisting the Board in arriving at a conclusion as to whether the tolls submitted by the Companies were reasonable and should be approved. Perhaps this may be a convenient point to give, in some detail, statemnets of the origin of the various companies, capitalization, outstanding stock, and the like.

DOMINION EXPRESS COMPANY.

The Dominion Express Company was incorporated in 1882. The capital stock was fixed at $1,000,000, divided into 10,000 shares of $100 each, and provision was made that, upon a vote of its shareholders of a majority, at a special meeting, it might be increased to $2,000,000.

At the time the Company began business Capital Stock was subscribed to the amount of $1,000,000, upon which 10 per cent was called.

The first shareholders were:—

	Shares.
Andrew Robertson, Esq., Montreal	7,350
P. Mitchell, Esq.	100
John Cassils, Esq.	100
A. B. Chaffeo, Esq.	100
Hon. J. R. Thibaudeau	100
W. M. MacPherson, Esq.	100
G. A. Kirkpatrick, Esq.	2,150
	10,000

Between the date of incorporation and 1904, the above 10,000 shares were assigned to the gentlemen hereinafter named, and in June, 1904, it was decided to increase the capital stock to the full amount allowed by the Company's incorporation, viz., $2,000,000, which was authorized by the stockholders at a special meeting, and the increase was divided among existing shareholders pro rata, who were at that date:——

	Shares.
Sir W. C. Van Horne	14,700
Sir T. G. Shaughnessy	4,500
R. B. Angus, Esq.	200
W. S. Stout, Esq.	200
C. F. Smith, Esq.	200
C. R. Hosmer, Esq.	200
	20,000

On June 26th, 1882, $24,500 was paid to the Treasurer at Montreal by the subscribers, and on the same date an entry credited in the cash book entitled "Land Grant Bonds," $75,500, these two items appear to represent 10 per cent or $100,000 on the capital stock of $1,000,000.

On or about the same date, the item of $75,500 for Land Grant Bonds appears as a disbursement, viz., "paid out"; since that date there appears to have been no further payments made by shareholders in respect of their stock holdings; but from time to time, viz., from October, 1882 to October, 1884, the sum of $9,437.50 was credited in the cash book as "interest received on Land Grant Bonds," after which date there are no further entries in this respect. There are also entries appearing to the credit of cash for "interest on deposit" from October, 1884, to April, 1892, amounting to $7,448.46, these two amounts making $16,885. This amount was incorrectly applied as being entirely to Land Grant Bonds.

Subsequently to August, 1882, moneys were remitted by the Head Office in Toronto to the Treasurer at Montreal in indefinite amounts at irregular intervals; and after various disbursements, principally for real estate, directors' fees, etc., the cash book shows that the balances were paid over the Canadian Pacific Railway Company.

The foregoing is a crude statement elicited form the books of the company's treasurer (Mr. H. E. Suckling), who is also treasurer of the Canadian Pacific Railway Company, and who stated at the time the investigation was made that he was unable to give any information as to Land Grant bonds or other matters enquired about, neither did he know anyone that could, as it was before his time.

The amounts received by the Treasurer at Montreal from the Head Office are, of course, included in the accounts at Toronto hereinafter referred to.

With the exception of the Treasurer's books at Montreal, which have been examined from the inception of the Company, the investigation of the books at the Head Office at Toronto date from 1901 to 1908, inclusive.

FINANCES.

PROPERTY AND REAL ESTATE.

The total amount of property and real estate standing on the books of the Company from its inception to the end of 1908 is $592,239, consisting of:—

Property (viz. General Equipment)	$407,038
Real estate	185,201

The real estate consists principally of stables situated in the principal cities, the exceptions being:—

Fish Wharf at Vancouver, valued at cost	$27,523
Office Building at Quebec	27,134
Offices and Depot at Toronto	21,602

The property and real estate values are the sums paid at time of purchases, less allowances made by the company for depreciation and sales of old and worn out equipment, all upkeep and repairs generally being charged to General Expenditure.

All real estate stands at the original cost; but the Company estimates that the value to-day is considerably enhanced.

GENERAL BUSINESS.

The company has filed two statements, one showing their Gross Revenue and Expenditure, the other excluding certain Revenues which they claim should be exempt from the Board's jurisdiction, viz., the Revenue derived from their Fish Business at Vancouver; also from their Money Order business.

The investigation of the books shows that the Total Gross Revenue from all sources for the period of eight years, 1901-1908, amounted to $21,473,694, increasing from $1,529,195 in 1901, to $3,743,580 in 1908.

The amount paid to the Canadian Pacific Railway Company for Transportation for the same period was $8,567,251, or 41·4 on gross earnings (less money order revenue, which was considered as not pertaining to Transportation business); $613,989 was paid in 1901; $1,500,084 in 1908; the average was $1,070,906 per annum.

The total General Expenditure of all kinds (which includes the amount due for Station Accommodation as per contracts), amounted to $9,264,455, or 43·1 on gross revenue, increasing from $647,684 in 1901, to $1,521,002 in 1908, being percentages of 46·5 in 1901, and 45·4 in 1908, an average of $1,158.057.

LOSS AND DAMAGE ACCOUNT.

This account has been examined for 22 years, 1887 to 1908, and shows a total loss of $283,066, or an average of $12,867 per annum.

For the period of eight years, 1901 to 1908, the loss shows a yearly average of $26,657, and the loss for the two years, 1907-8, averages $58,906 per annum. One per cent, 1901-8; 1·6 per cent, 1907-8.

TRANSPORTATION, STATION ACCOMMODATION AND SURPLUS, PAID CANADIAN PACIFIC RAILWAY.

The total amount paid to the Canadian Pacific Railway Company by the Dominion Express Company for eight years, 1901-1908, was $13,409,240, or 63·9 on Gross Revenue, or an average of $1,676,155 per annum made up as follows:—

For Transportation, $8,567,251, being 41·4 on gross revenue.
For Station Accommodation, $1,200,000, being 5·6 on gross revenue.
Surplus, or net earnings, $3,641,989, being 16·9 on gross revenue.
Total, $13,409,240, being 63·9.

STATION ACCOMMODATION.

The contract from 1901 to 1904 for station accommodation was for $10,000 per month. For the years 1905-6 this was increased to $15,000 per month. For 1907 and 1908 there appears to be another contract, but for the purposes of comparison the latter figure has been treated as included in the amount received by the Canadian Pacific Railway Company.

FISH AND MONEY ORDER BUSINESS.

The gross and net revenues received on the Fish and Money Order business amounted in the 8 years to:—

—	Gross.	Net.	Average Gross.	Average Net.
	$	$	$	$
Fish	1,713,601	856,800	214,200	107,100
Money Orders	763,980	483,594	95,497	54,474
		1,340,394		

SALARIES.

The President, who is also General Manager, receives a salary of $950 per month; Local Managers' and Superintendents' salaries vary from $200 to $300 per month.

CANADIAN EXPRESS COMPANY.

This Company was incorporated in 1865, with a nominal capital of $500,000; subscribed capital of $275,200, of which $27,520 was paid in.

The Grand Trunk Railway Company purchased all the capital stock of the Company in 1892 for $660,000.

On the first of January, 1892, a complete valuation of the Stock and Property was made, and it was fixed at $60,000. Yearly additions have been made; the Company's estimate of its value at the end of 1908 is $212,719, viz.:—

Property	$143,668
Real estate	69,050

The real estate consists of:—

Toronto Depot	$20,649
Toronto stables	40,445
Hamilton depot	5,956
Sundry fruit depots	2,000

SHAREHOLDERS.

The shareholders and their holdings are as follows:—

Sir C. Rivers Wilson, A. W. Smithers, Esq.	$1,465,000
C. M. Hays, Esq.	1,505,000
C. M. Hays	5,000
F. W. Morse, Esq.	5,000
W. Wainwright, Esq.	5,000
E. H. Fitzhugh, Esq.	5,000
Hugh Paton, Esq.	5,000
C. Percy, Esq.	5,000
Frank Scott, Esq.	5,000
	$3,000,000

the stock issue having been increased from $500,000 to $3,000,000.

GENERAL BUSINESS.

The Company filed two statements, one excluding and the other including certain business which they claim should not be considered as pertaining to Express business.

The items which they exclude are:—

Money order business (net receipts for 7 years)	$223,692
Ocean earnings (net receipts for 7 years)	31,725
Customs commissions (net receipts for 7 years)	9,974
Sundry commissions (net receipts for 7 years)	4,969
	$270,360
The total gross revenue for the period of 7 years (1902 to 1908), from all sources, amounted to	$13,362,266
Less transportation paid and due other companies	1,706,295
	$11,655,971

increasing from $1,314,400, in 1902, to $1,909,024 in -908, showing an average of $1,665,024 per annum.

The amount paid to the Grand Trunk Railway Company for Transportation for the same period was $4,939,474, being 42·4 on Gross Revenue, increasing from $552,862 in 1902, to $809,008 in 1900, an average of $705,639 per annum.

GENERAL EXPENDITURE.

The total General Expenditure for the corresponding period was $5,188,655, 44·5 on Gross Revenue, increasing from $552,411 in 1902 (42 per cent) to $904,163, 1908 (47·4 per cent) average $741,237.

LOSS AND DAMAGE.

The total losses sustained for a period of 18 years (1891 to 1908) amounted to $49,844, average $2,769 per annum; 7 years (1902 to 1908) amounted to $35,146, average $4,819 per annum; 2 years (1907 and 1908) amounted to $15,954, average $7,977 per annum.

TRANSPORTATION AND NET EARNINGS PAID GRAND TRUNK RAILWAY COMPANY.

The total amount the Grand Trunk Railway Company has received from the Canadian Express Company for the period of 7 years, 1902 to 1908, amounted to $6,467,307, or 55·5 on Gross Revenueb, or an average of $923,901 per annum, viz:.—

Transportation	$4,939,474, or 43·2 on Gross Revenue; excluding money order revenue.
Net earnings	1,527,833, or 13·1 on Gross Revenue.
	$6,467,307

average net receipts, $218,262.

The Money Order Receipts and other items which it is contended should be excluded, and previously referred to, if deducted from their net earnings would reduce the amount to $1,257,473, or 10·8.

The Vice President and Manager receives a salary of $7,500 per annum, and Local Managers and Superintendents vary from $200 to $300 per month.

CANADIAN NORTHERN EXPRESS COMPANY.

This Company was incorporated in 1902 with a nominal capital of $1,000,000; $300,000 was issued, $5,000 paid in cash and $295,000 paid up stock issued to the following stockholders:—

William MacKenzie, Esq., 1 share of	$ 100
D. D. Mann, Esq., 1 share of	100
Z. A. Lash, Esq., 1 share of	100
R. J. MacKenzie, Esq., 1 share of	100
Estate of A. W. MacKenzie, Esq., 1 share of	100
MacKenzie, Mann & Co., Limited	299,500

The property of the Company, consisting of General Equipment, amounts at its estimate to $38,393.

The investigation shows that for 6 years, 1902-2 to 1907-8, their total receipts have been $919,183, increasing from $60,889 for 1902-3 to $336,708 in 1907-8.

The Company's operations were principally west of Port Arthur up to about three years ago, when they opened up in Ontario and Quebec.

The amount of transportation paid for the 6 years is $353,126, or 38·4 on Gross Revenue, averaging $58,854 per annum.

The total general expenditure was $331,740, or 36 per cent, averaging $55,290 per annum.

The Loss and Damage sustained is $3,893, and averages $649 per annum.

The total net earnings are $234,316, or 25·5 on gross revenue, averaging $39,053, increasing from $18,995 in 1902-3 to $57,432 in 1907-8.

GRAND TRUNK PACIFIC RAILWAY.

The Express business on the Grand Trunk Pacific Railway is operated by the Canadian Express Company.

At present there appears to be no contract in existence, as the Company only commenced operations on October 27th, 1908, a verbal agreement being arranged between the Canadian Express Company and the Grand Trunk Pacific Railway Company to the effect that all profits made after the deduction of the expenses of the Canadian Express Company should be handed over to the Grand Trunk Pacific Railway Company, and any losses would be borne by the Railway Company.

When the line is opened for traffic to Edmonton, it is said that a contract will be entered into by the Grand Trunk Pacific Railway Company on similar lines to that on foot with the Grand Trunk Railway Company.

The rates at present charged are mileage rates, higher than those charged by the Canadian Express Company in Eastern Canada, but approximately those charged by the Dominion and Canadian Northern Express Companies within the same territories.

The gross revenue of this company from the date of its inception, October 28th, 1908, to December 31st, amount to	$1,739
For January and February, 1909	2,523
	$4,262

For the first period there was a loss of $477, and for the latter period a profit or surplus of $725, giving a net surplus on the two periods of $248.

The General Expenditure for the period of 1908, was ..	$2,216 00
The General Expenditure for the period of 1909, was ..	1,798 00
	$4,014 00
Money Order business amounted to..	223 00
Loss and Damage..	6 80

The foregoing figures have been extracted with care, and while small errors may have crept in, they may be regarded upon whole as reasonably accurate.

The other companies carrying on business in Canada and that have filed tariffs with the Board are:—

The Alaska Pacific Express Company.
American Express Company.
Great Northern Express Company.
Maritime Express Company.
Pacific Express Company; and the
United States Express Company.

The Alberta Railway and Irrigation Company has an Express Department connected with its railway traffic and files Express tariffs covering its Express Traffic.

These Companies were not represented before the Board by Counsel, except the Alaska Pacific Express Company in one case, and no financial statistics were given by them upon the enquiry. It has been established in various proceedings in the United States that some, if not all of the Express Companies there are grossly overcapitalized, and tribunals have declared their earnings excessive. Reference will be made later on to the evidence given before us of a gentleman connected with the United States Express Company, in which connection the following extract from the Indiana Express Enquiry (page 28) is interesting:—

"As to the United States. 'The present Company,' says Stimson, p. 78, "'was organized in 1854, with a capital stock of $500,000.' The annual report "made to the Commission shows its capital to be $10,000,000, but again no "statement enlightens us as to when and how it was increased from a half "a million to $10,000,000, and what if anything, was ever paid in cash for this "capital stock. In answer to our special interrogatory No. 5 'Has such Com-"'pany ever decalred a stock dividend? If so, when and for how much?' the "evasive and insufficient answer is given, 'No stock dividend has been declared "'since 1866.' Commissioner Colquitt, in the printed deposition above referred "to, p. 64, says: 'The United States Express Company has $10,000,000 capital "'stock and the Vice President states that, so far as he knows, or the reports "'show, no money was ever paid into the treasury for this stock.' It is seem-"ingly admitted that there were stock dividends before 1866. When? How "much?"

Another witness from the Wells Fargo Company gave evidence before us, and from the Indiana Case the following extract regarding that Company may be taken :—

"As to the Wells-Fargo & Company. This extensive California express, "known throughout the civilized world as Wells-Fargo & Company, was com-"menced in New York in the spring of 1852 by Henry Wells, W. G. Fargo, "Johnston Livingstone, A. Reynolds and E. B. Morgan. It was a joint stock "company, capital $300,000, subsequentily increased from time to time to "600,000. Stimson's, p. 75. It reports and ansewrs to this Commission, the "Company says it was organized as a corporation in Colorado, February 5, "1866, as the Holiday Mail & Express Company, with a capital stock of $3,000,-

"000. That it is not a consolidated company, although several interests were "merged at the time of its incorporation. That the name was changed in "November, 1866, to Wells-Fargo Company. That the present capital stock "is $8,000,000, and that the company has never declared a stock dividend or "a bond dividend. But as to actual facts, we are, as usual, left without them "as to how much cash was paid in originally, or when the capital stock was "increased from $300,000 to $6,00,000, or what was paid in when the former "interests were merged into the $3,000,000 corporation, or what was paid in "when the capital stock jumped from $3,000.000 to $8,000,000. On this "subject again we do find Mr. Colquitt in his sworn testimony above referred "to affirming that the Treasurer states that, so far as he knows, only $500,000 "in cash was ever paid into the treasury for this stock, but a high official of "the company at our hearing challenged this statement, and, as was also "customary, gave us then nor since nothing to take the place of it. This "corporation concedes, in answer to special interrogatory 7, that it employs "in the express business only $4,317,432. It concedes also in its annual "report that this property earned for the year ending June 30, 1907, $3,381,- "172, a net profit of 76 per cent per annum."

This witness spoke of the Pacific Express Company; and relating to it the following is extracted from the Indiana case:—

"As to the Pacific, Organized under the laws of Nebraska, October 1, "1879, capital stock then and now $6,000,000. No stock dividend; no bond "dividend. But this Company has paid dividends with almost absolute "regularity, dividing in this way within the last twenty years $8,334,000 "among its shareholders, and to have also accumulated in addition a hand- "some surplus, amounting, June 30, 1907, according to their returns to us, "to $1,529,679.89. Furthermore, we have information, so far as this Com- "pany is concerned, as to the consideration on which its capital stock was "issued. Mr. John A. Brewster, Auditor of the Company, testified (record "p. 779), in answer to questions by Commissioner McAdams, that there were "twelve stockholders, but that he did not know their names, and that the "capital stock was $6,000,000. And on pages 784,785.

"Q. What did you do with that stock, Mr. Witness?

"A. The capital stock of the company was given to the Wabash, Union "Pacific, and Missouri Pacific for the rights, franchises.

"Q. For what rights?

"A. Franchises and rights to do business.

"Q. We begin to understand it; it wasn't understood before that; nothing "was received by the Pacific Express Company for the issue of this $6,000,000 "of stock? Do these railroad companies own the stock?

"A. Yes, sir.

"Q. These 12 stockholders are the railroads. The railroads get these "six per cent dividends on tihs stock?"

"A. Yes, sir."

Now it will be apparent at the threshold of the Inquiry that the Canadian Companies have been greatly over-capitalized. Take the case of the Canadian Express Company. When it was incorporated in 1865, $27,520 was paid in upon the subscribed stock. No further moneys were paid into the Company upon stock account; and in 1892, when the stock was purchased by the Grand Trunk Railway Company, the assets of the Company were fixed at $60,000; but the Grand Trunk paid $660,000, the extra $600,000, being presumably paid for the franchise. Since 1892 no further moneys have been paid into the company upon stock

account; the $ 0,000 of assets has grown to $212,719, and there are $3,000,000 of stock outstanding in the hands of trustees for the Grand Trunk Railway Company. Now, in fact, all there is in the Company in tangible assets to represent the $3,000,000 outstanding stock is the $212,719. If as against the Grand Trunk Railway Company it is fair, and probably it is, to consider the $600,000 paid to the former stockholders for the franchise, then still $812,719 has been capitalized at $3,000,000.

In the case of the Dominion Express Company, so far as can be ascertained, $24,500 is all the cash that was ever paid into the Company upon account of capital stock, and for this $1,000,000 of fully paid up stock was originally issued. The assets now stand at something less than $600,000, yet $2,000,000 of fully paid up stock is outstanding. This state of affairs gave rise to much discussion as to what sum or sums it might be fair for the companies to earn dividends upon. In the operation of their business it is not necessary that there should be a large paid up capital; they own no express cars, these all being supplied by the railway companies, and the assets are confined mostly to office buildings, horses, vans, etc., etc. The question of capitalization is further complicated by the argument advanced for the Companies, and which carries with it considerable force; that the business carried on by them is more in the nature of an agency; that one of the chief elements is personal accompaniment of the shipments carried, express matter being under the personal care and custody of an employee; and it is said instead of owning their office buildings, and collection and delivery services, they might rent buildings and hire horses and wagons, in which event there would be no necessity for any paid up capital stock at all, and no personal investment of capital upon which dividends, as such, could be based; and yet, of course, in the latter event it would be absurd to say that the owners or proprietors of the business should be entitled to no returns at all. On the other hand, if a company chooses to inflate its capital by making 9-10 water to 1-10 cash, it is equally absurd to say it is entitled to 6, 8, 10, or any other percentage upon the inflated capitalization. All or most of these difficulties can be overcome, however, by eliminating the Express Company, as such, from the matter entirely. It is not as if a separate and independent set of stockholders had to be protetced out of the net earnings of the express companies. All this ultimately finds its way to the Railway Company, and cut free from all trimmings, the situation is that the shipper by express makes a contract with the Railway Company, through the agency of the Express Company, for the carriage of his goods by the Railway Company, and all the tolls paid go to the Railway Company, less the actual cost connected with the management of the Express Branch of the Railway Company's business by its agent, the Express Company. The whole business of express, as it is carried on in Canada, could go on just as it now does without the existence of any express companies at all, by simply substituting railway employees for express employees, and making express traffic part of their work, and letting the railway companies take the whole of the express toll in the first instance.

An element that properly enters into a consideration of these conditions, is, whether the expense of handling express traffic is increased by the insertion of this express agency between the public and the railway company. This could at best be only approximated, and, although we have been furnished with no estimates of what the expense of handling the business of railway companies would be, as compared with the present expense, so far as we have been able to see, it would not appear that any great saving, if indeed any at all, could be effected. The railway companies have no interest in causing additional expense by the handling of express traffic thruogh the agency of an express company; on the contrary, they are the ones chiefly interested in having express companies operated at the minimum of cost, as everything that can be so saved reaches the treasuries of the Railway Companies. If, on the other hand, it were apparent that this traffic was

unduly or unnecessarily burdened under existing practices, it would be a proper matter to consider in adjudging what were proper tolls for the railway companies to receive for the express branch of their business, as they could not be permitted to exact from the public charges for the carriage by express of that part of the traffic they are bound to supply facilities for, if it were made to appear that their express departments were unreasonably or unnecessarily loaded up with expense.

The real question for consideration is whether the moneys turned over in the first instance by the Express Companies to the Railway Companies for furnishing cars and hauling the traffic, plus the balance handed over to the Railway Companies by the Express Companies after taking out the expenses of the latter, properly remunerate the railway companies, or whether these sums in the aggregate are excessive. In this view, it makes little difference what the capitalization of the Express Companies is, or what, if any, dividend they may earn upon the paid up, or the total capital stock. The railway company is the real principal, and it is its interests that are to be reasonably protected in the consideration of these express tariffs, although they are prepared and filed by the express companies. Of course, it is not been overlooked that express companies operate over the lines of other railway companies than those owning their stock. These operations are carried on under various forms of contract; but this makes no difference in considering these tolls as really the tolls of the railway companies. As an illustration of this take the following table which shows the business management of the Canadian Express Company with the railways named in it:—

CANADIAN EXPRESS COMPANY.

Contracts or agreements with Railway Companies as now named:

Railway Company.	Agreement or Contract.	Terms.
Quebec, Montreal and Southern Ry. Co.	No contract	Pay 45 p.c. of actual earnings.
Brockville, Westport, and Northwestern Ry. Co.	"	Pay 50 p.c. actual earnings.
Temiscouata Ry. Co	"	Pay 40 " "
Bay of Quinte Ry. System	"	Pay 20 p.c. per 100 lbs., and messenger fares, $25 per month.
St. Martin's Ry	"	Pay 33⅓ p.c. actual earnings.
Central Ry. Co. of New Brunswick	"	" "
Cape Breton Ry. Co	"	Pay 20 p.c. per 100 lbs.
Bustouche and Moncton Ry	"	Pay 33⅓ p.c. actual earnings.
Central Ontario Ry	Contract, May 1, 1894	Pay south of Trenton first class freight rate and $1 per day for messengers. North of Trenton first class rates and $1.60 per day. No other express company.
Cumberland Ry. and Coal Co	" February 1, 1896.	Pay 25 p.c. of gross earnings.
Dominion Coal Co., owning and operating Sydney and Louisburg Ry	" renewed for two years, December 1, 1906.	Pay 45 p.c. gross earnings, foreign.
Canada Atlantic Ry. Co. and Ottawa, Arnprior and Parry Sound Ry.	Contract, April 2, 1897	Pay minimum rental of $10,000 per annum quarterly, and also 40 p.c. of gross receipts. If such per cent over $10,000, then that sum part payment.
Chatham, Wallaceburg and Lake Erie Ry. Co.	Contract, February 26, 1906.	Pay 40 p.c. gross earnings.
Quebec and Lake St. John Ry	" June 12, 1906	Pay 45 " "
Inverness Ry. and Coal Co	" August 28, 1902	Pay 40 " "
Windsor, Essex and Lake Shore Rapid Ry.	" October 27, 1906.	" " "
Central Vermont Ry. Co	" Dec. 14, 1906	Pay 45 " "
Atlantic and Lake Superior Ry. Co	" March 20, 1906	" " "
Salisbury and Albert Ry. Co	" Feb. 26, 1906	Pay 40 " "
His Majesty The King, by Minister of Railways.	" Dec. 16, 1905	Pay 50 " "
Maritime Coal, Ry. and Power Co	" March 31, 1906	Pay 45 " "
Grand Trunk Ry. Co		Pay 50 " "

Some years ago, and before its purchase by the Grand Trunk, the Canadian Express Company entered into an agreement with the Grand Trunk Railway Company to pay 50 per cent of gross receipts for hauling the traffic. This agreement in point of date has long since expired; but it is said to be regarded as being still on foot. In point of fact, the following extract taken from the examination of the Vice-President and Manager of the Canadian Express Company, shows how the business is actually conducted:—

"A. Our daily receipts as they come in are deposited in the bank to the "credit of the Grand Trunk Railway.

"Q. Your daily receipts are credited to the deposit of the Grand Trunk? "A. Traffic receipts, yes.

"Q. On Special account? A. Yes.

"Q. Is it a separate account from any other account that the Grand "Trunk has, so far as you know? A. We have nothing to do with them. We "call it a special account and at the end of the month when I want the ex- "penses for paying my expenses over the system, I draw a draft on the Grand "Trunk Road and they give me a cheque on that account, which we make "our disbursements from. We render our statement to the Grand Trunk "Railway and also to the Board at the end of the year.

"Q. What Board? A. The Canadian Express Board. We send a copy "to the President, we send a copy to the Secretary, and we send a copy to "the auditor of the Grand Trunk Railway.

Q. And then at the end of the year your interest in that account ceases? "A. Yes.

"Q. You commence another account for the next year in the same way. "A. Yes.

"The CHIEF COMMISSIONER:—You have nothing to do with dis "tributing the profit? A. I have nothing to do with that.

"MR. SHEPLEY: Q. Your book-keeping, so far as your shareholders "are concerned, is very simple? A. Yes, sir."

(Evidence, Volume 54, pp. 7471 & 7472).

The pecuniary transactions between the Dominion Express Company and the Canadian Pacific Railway Company do not differ in the result, as the following extract from the evidence of the President and General Manager of the Express Company will show:—

"Q. Perhaps I may make progress by asking you what becomes of what "is left after paying all expenses? I suppose it goes to the shareholders? "A. It is transmitted by us to the Treasurer of the Express Company who is "in Montreal, and is paid into the railway.

"Q. He passes a cheque over to the Canadian Pacific? A. Yes.

"Q. You do not go through the form of declaring any dividend? A. We "do, yes.

"Q. At what rate? A. At our annual meeting. It is varied.

"MR. SHEPLEY: I have not seen this declaration of dividend in any "document shown to me. I understood it was not so.

"MR. CHRYSLER: We have a statement of the dividends paid from "year to year, and the years in which none were paid.

"WITNESS: For 1900 the dividend was $100,000.

"Mr. SHEPLEY: Get some year we have here. Take 1901? A. $100,- "000 dividend; that would be 5 per cent.

"HON. MR. KILLAM: Did the profits exceed that? A. Yes.

"MR. SHEPLEY: Very largely exceed that?

"HON. MR. KILLAM: And was the surplus above that transmitted to "the railway company too? A. The surplus would not be very much over "that. The dividend usually absorbed the balance that was left after paying "transportation according to the contract.

"MR. SHEPLEY: Let me ask you about this. I see round figures in "the paper you have before you, round figures of dividends. Was ever any "distinction made between that $100,000 for instance and the rest of your "net profits? Wasn't it all paid over as one sum to the railway? A. I under- "stand the money was passed on to the railway company.

"Q. The whole of it? A. Yes.

"Q. Not divided into two sums, one dividend, and one something else, "but all paid over at once, and is not your dividend merely book-keeping? "A. The money all goes to the railway company eventually in one form or "another.

"Q. But doesn't it all go to the railway company without apportioning it "between dividend and anything else? A. No, there is a dividend declared.

"Q. I know you have it in your books, but you do not send that dividend "to your shareholders? You send the whole money to the Canadian Pacific.

"MR. CHRYSLER: He has told you the shares are all held in trust "for the Canadian Pacific, so that when you say the money is sent, not to "the shareholders, but to the Canadian Pacific, that is not right.

"Mr. SHEPLEY: This declaration of dividends—are there minutes "showing that declaration? A. Yes.

"Q. I have never been shown those. Is the minute book here? A. I think "not.

"Q. Then will you agree to this, that apart from the declaration of divi- "dends in the minute book, and the accounts which you show me, nothing is "done with the surplus by way of dividing it into dividends and something else, "but it is all paid in a lump sum to the Canadian Pacific?

"A. The Canadian Pacific practically are custodians of the fund. We pay "out the operating expenses at Toronto, and the balance is remitted to the "Treasurer here, and it passed on to the Canadian Pacific, and they become "practically our bankers in the matter, and out of that I think the transporta- "tion is taken, and the balance over and above that would be treated by the "declaration of the dividend at the annual meeting.

"Q. I cannot follow that about the declaration of the dividends. It all "goes to the Canadian Pacific, does it not?

"A. Yes.

"Q. Then the Dominion Express Company holds a meeting and declares a "dividend? A. Yes.

"Q. At that time the Express Company has not the money, it is the Can- "adian Pacific that has the money? A. Yes, as custodians for us.

"Q. No doubt, but as ultimate owners? A. It is theirs undoubtedly." (Evidence, Vol. 54, pp. 7600-7603.)

A contract is on foot between the Dominion Express Company and the Canadian Pacific Railway Company making provision for the basis of payment for haulage, station accommodation, etc., and the following extract from the evidence of the President of the Express Company affords a good illustration of the position that the Express Company is only the agent to collect tolls for the Railway Company.

"Q. In connection with your payment of $10,000 and $15,00 per month for "station accommodation to the Canadian Pacific, you have ascertained, have "you not, that there were large over-payments in respect of that during all those "years? A. Yes.

"Let me see if you will agree to the figures I am about to read. In 1901, "when you were paying them $10,000 per month, you overpaid them in 12 months "$80,000 on that account? A. Yes.

"Q. In 1902, $155,000? A. Yes.

"Q. In 1903, $330,000? A. Qes.

"Q. In 1904, $340,000? A. Yes.

"Q. In 1905, $220,000? A. Yes.

"Q. And in 1906, $220,000? A. Yes.

"Q. How did that come about? Because it strikes one as being rather a "large leakage, if it had not been leaking into the right pot? A. It was done "with a view to providing for a time perhaps when we would not be able to "make our payments, preliminary to a bad year, taking advantage of prosperity.

"Q. It was pretty ample provision for a bad year? A. Well, the money was "finding its right channel; it was paid in in that way.

"Hon. Mr. KILLAM: And those over-payments, I suppose, appear in this "statement as part of the expenses?

"MR. CHRYSLER: No.

"MR. SHEPLEY: Yes.

"WITNESS: In one set of statements it is so shown.

"MR. SHEPLEY: But not in the statement which corresponds with this? "A. No, it is eliminated there.

"HON. MR. KILLAM: I do not understand.

"MR. SHEPLEY: It is in the expense account here, in exhibit 47.

"HON. MR. KILLAM: In 46 it is in the expense account. Then if you "did not include those in expenses, the net earnings in each year would be that "much more.

"WITNESS: When we made these payments we passed a voucher charge- "able to expense account, and this payment was made on account, and it went "in the ordinary course into the expenses under the head of expenses, and the "figures originally were cast up by us as they read, without taking anything into "consideration that there was an over-payment. Subsequently, when this mat- "ter was brought to our notice, we prepared a statement for filing which elim- "inates the payment in excess of the contract.

"MR. SHEPLEY: Those over-payments altogether amount to $1,245,000 "in the five years. I do not know how it was before that, but that is how it is "this year. That was for six years instead of five. A. $1,345,000" (Evidence, Vol. 54, pp. 7598 & 7599.)

Of course no such thing as this could have happened between two corporations dealing at arm's length, and yet there is nothing improper about it, and it is quite true, as the President of the Express Company said, that "*the money was finding its "right channel;*" but it certainly looks as if the Express Company was finding itself with accumulations of money on hand that, if retained, might show very heavy "*dividends*" even upon its highly inflated capital.

Much attention is being given to the question of express transportation, and the charges therefor, by the Merchants' Association of New York; and we have had the opportunity of considering a report furnished to that Association upon "Express, Capital, Earnings, and Rates," by Mr. F. B. De Berard, dated April 4th, 1910. This report was not formally before us; and so Counsel for the Express Companies had no opportunity of giving us the benefit of their views upon its various features that might be applicable to the express situation in Canada. Serious questions arise there in considering the charges made by Express carriers that do not trouble us. For instance, the Report states that these Express Companies are largely engaged in "investiment and Banking Business," and that "the greater part

"of the assets of the Express Companies, including most of the free cash balances, "are devoted to the investment business and not to the express business, and that "the amount of the capital actually and necessarily employed in the latter is but little "more than the value of the equipment, plus a very moderate amount of working "capital."

The conclusion of the Report is that the rates in the United States are excessive and should be reduced *"to a basis which would afford only a normal commercial "profit on the fair value of the property employed."*

The Report does not deal in any way with the express business being part of the real business of the Railway Companies, nor with the extent of railway holdings of express stock, but treats the entire matter as if the Express Companies were wholly separated from the Railway Companies.

The question of terminal services is considered by Mr. De Berard and he concludes that the charges under this head, at points remote from New York, are "staggering," in comparison with nearby points. For instance, he says that in 1899 the President of the Adams Express Company approved of the following statement:— "The chief service which the Express Company performs is the terminal service, "a service entirely away from the railways and stations; the collection, care, and "delivery of packages constitutes the science of the express business."

The Report then states that for transporting 100 lbs. from New York to Yonkers, the charge of the Express Companies is 50 cents, of which 23·85 cents is paid by the Express Company to the Railway for transportation, and 26·15 cents retained by the Express Company for *"collection and delivery."* That for transporting 100 lbs. from New York to San Francisco, the charge is $14.50, of which $6·9165 is paid to the Railway for transportation, and $7·5835 retained by the Express Company for *"collection and delivery."* It is then argued that a system of rates that reaps 26·15 cents for the "purely terminal" service of collecting a hundred pound package in New York, $1.25; the railway gets 59·63 cents for the haul, and the express company 65·37 for like collection in New York and delivery in San Francisco, "rests upon a false basis and is irrational "and unjust."

It may be that these charges of which he is complaining are "irrational and unjust;" but no such conclusion could be fairly reached from the facts stated by Mr. De Berard. For instance, the President of the Adams Express Company was assenting to "the callection, *care,* and delivery" as being the "science of the Express business." The criticism offered in the Report deals with the 26 cents in the case of Yonkers and the $7.58 in the case of San Francisco as "purely terminal charges," and takes no account of the *"care,"* the personal attendance of the express messenger, between New York and Yonkers, on the one hand, and New York and San Francisco, upon the other. Before any intelligent criticism could be made of these charges, many facts should be known that do not appear in the Report. For instance, of the 26 cents for the Yonkers movement, how much should be allowed for collection in New York and delivery in Yonkers? That is the purely wagon and terminal service in each city,—and how much should be allowed for the personal care and attention of the express employee while this shipment is in transit upon the Railway between these two terminals? Then, assuming the cost of collection in New York of the 100 lb. package to San Francisco to be the same as the Yonkers package, the next element is what is a proper charge for the wagon and terminal service in San Francisco? Should it be more or less than Yonkers? Then, what should be allowed for the care—the personal accompaniment of the express messenger from New York to San Francisco? This is the service that probably goes to make up the larger charge of $7.58 to San Francisco; and yet in the Report it is dealt with only as "collection and delivery". The charges between New York and Buffffalo are also compared with those between New York and Yonkers. To Buffalo from New York, the 100 lb. package pays $1.25; the railway gets 59.63 cents for the haul, and the express company 65.37 for "collection and delivery." As to this the Report says :—"In the cases of Buffalo

"and Yonkers, however, the service is identical, while the difference in the charges "for purely terminal service is 150 per cent." That we presume means that Buffalo is discriminated against in favour of Yonkers to the extent of 29·22 cents. s this so? First : How does the expense of terminal and wagon service at Buffalo compare with that at Yonkers ? Second : Is the express company to obtain nothing for the "care"—the personal attendance of its messenger in charge of this shipment from Yonkers to Buffalo ? The most cursory examination of the matter shows that the statement that, in connection with these two movements "the service is identical", is quite at variance with the facts. This report has been widely circulated in the press ; and it is statements of this kind, backed up by the name of the Association to which it was made, that mislead the press and the people, create distrust, and cause endless turmoil and irritation.

TOLLS, TARIFFS, ETC.

The Express Companies called expert witnesses, gentlemen connected with the large Express Companies operating in the United States, to speak of the traffic and tariffs there, the history of this branch of the carrying trade of the country, and the basis upon which express tolls were built. Mr. Ludlow, of Wells, Fargo & Company, said his Company paid to the railways over whose lines is operated about 50 per cent of its gross receipts ; that some of these railway companies did not own stock in that company, but that the Southern Pacific was a large holder ; that some of the other Companies paid higher percentages ; that there is strong competition between the Express Companies, but that their strongest competitors are the freight departments of the lines over which they operate ; that the express rates in Canada are upon the whole lower than in the United States, and that in his opinion they are too low here. He stated that the Pacific Express Company operated over the lines of the Union Pacific, the Missouri Pacific, and the Wabash; that its stock was all owned by those Companies, and it paid 50 per cent of gross receipts to them for haulage. His test of the reasonableness of the rates charged generally was that they moved all legitimate traffic, that shippers were willing to pay the rates for the expedited service, and that if the rates were not reasonable, the traffic would be diverted to the freight lines on the one hand and to the mails for small packages. He was asked if he had any views as to how one could go about fixing a reasonable rate for the carriage of express goods if he had to start at the beginning, and gave the following answer :—

> A. "Well in the United States, the general practice of the railroads is to "charge double their freight rate for any freight business that may be moved "by passenger trains. That is for the transportation alone, and they give no "accessorial service. If in an emergency a large shipment has to be carried on "a passenger train, they charge double the freight rates. We are justified in "considering that as a reasonable rate to the express company for transporta-"tion alone. Then we have to add something for our terminal service ; our "accessorial service, which we consider to be worth another one hundred per "cent of the freight rate, making our rate about three times the freight rate. "Then we figure the rate in the first place on that basis. As I have said our "men on the line are expected to report whether we are failing to receive the "legitimate express business, and if we are not, we have to make our rates to "cover it. The railroads may put on refrigerator cars, and that induces us to "put down our rates, because we are not geting that business." (Evidence, Vol. 75, p. 25.)

Mr. Maurice T. Jones, of the United States Express Company, agreed generally with Mr. Ludlow. He thought the rates in the United States had been arrived at

emperically. He was asked if he agreed with Mr. Ludlow that the rates grew up up by experience and under competitive conditions, and answered as follows :—

"A. They did. At first we had no tariff departments, and the rates were "made in a very rough way. I heard the President of the Pacific Express Com- "pany, who was a very old expressman, once describe the old method of making "rates. He said a man would come into the office with a box, and the clerk in "charge would look him up and down and try to conjecture how much he had "in his pocket.

"MR. SHEPLEY: That sounds reasonable, too.

"WITNESS: And if he thought he had a dollar, he would charge him a "dollar, and if the man said 'I have only got 75 cents,' he would say 'Oh, well "'all right,' and take the 75 cents. That was the old method of making rates "before they had a tariff department, but now we make rates on a different "basis. The rates have to be matters of record; they have to stand for a long "time perforce, because we cannot change them; we have so many millions of "rates that it would be physically impossible to change them often." (Evidence Vol. 75, p. 97.)

All the officials of the Express Companies in Canada, who were examined, were of opinion that the rates provided in the tariffs filed were reasonable, and that they could not operate if they were reduced to any extent. They thought that in considering their revenues, we should eliminate certain sources, viz., money order receipts, customs commissions, and receipts from the Pacific Coast fish traffic which was alleged to be very precarious and might cease at any time. Some attention, of course, must be paid to matters of this kind; but surely in estimating revenue, receipts from all sources must be considered, part may go this year and the gap be filled by new tariff springing up that was not thought of. In any event, in considering what are reasonable rates for a public carrier, the line must not be drawn so tightly as not to allow for all probable shrinkage. Little fear may be anticipated upon this head; traffic and receipts have been steadily growing, and no doubt will continue to grow; and instead of clipping away small items of past earnings, we think no mistake would be made if the matter were considered upon the expectation of largely increased earnings in the future.

It does not seem unfair to conclude that when express companies commenced business, they charged all they could get for the carriage of traffic. This is simply carrying the personal element into the corporation. Most people charge all they can get for any service they perform, or commodity they have for sale, and the managers of corporations would not be human if they did otherwise. But where the corporation falls within the public utility class, and for public reasons is under Government control or requires authority or franchise from Parliament to enable it to take tolls for its services, it appears to us that the way to approach the promotion of a tariff is something like this: What are fair tolls that we can perform certain services for the public for and obtain reasonable returns upon the investment, after making all proper provisions by way of reserve fund, or otherwise, for all probable losses of every kind, shrinkage in business, etc.? instead of approaching it this wise: What are the heaviest tolls we can obtain from the public for the least services we can give them? We will not be understood to say this applies to the tariffs we are now considering. We do not think it does; but it seems to have been the basic original principle upon which the first tariff was formed. We do not think this calls for any harsh criticism. Does anyone suppose when aviation tariffs come to be framed that those who prepare them will not be guided solely by what the traffic will stand? And who could complain? Why would it be unfair, at any rate in the beginning, for the proprietors of such routes to endeavor to get all they could out of

the people who wanted to use these facilities. These express tariffs, however, have been the subject of constant revision and reduction, and notwithstanding the vigilant watchfulness of the officers to protect the revenues of their Companies, a close inspection shows very large reductions in recent years. The question is whether there can reasonably be further reductions.

In considering the matter from the point of view of the Railway Companies, the real principal, it would be most material to know just what its profit was for the haulage of this express traffic, including the balance or surplus, after payment of the expenses of the Express Company. We were not furnished with any information upon this important point. It is said that 50 per cent of the gross express toll is a proper sum for the railway to receive in the first instance for the haulage, but we were given no information, by opinion or otherwise, by the railway officials, as to the expense of furnishing the equipment for and the hauling of express matter, or as to whether 50 per cent was too much or too little. It is about the percentage paid in the United States. No evidence was given us as to whether it was remunerative there, although one of the witnesses was asked, but he had no personal knowledge upon the subject.

Now, when the Dominion Express Company made their first tariffs, they took as a basis of the express rates two and one-half times the maximum first class freight rate between the same points; in other words, if the maximum first class freight rate was $1.00, the ordinary express rate would be $2.50, and from that standard the special rate, if any, would be arrived at. Clause 8 of the contract between the Dominion Express Company and the Canadian Pacific Railway Company of July 1st, 1907, is as follows:—

> 8. "And the Express Company will pay to the Railway Company in "respect of each calendar month during which this agreement shall continue "in force, and on or before the tenth day of the next succeeding month, the "sum of one hundred thousand dollars, and also such further sum, if any, "as may be necessary in order to give to the Railway Company for property "carried over the whole system, or any part thereof, a compensation *equal to* "*fifty per cent more than its own regular first class freight rates, at the time,* "*between the same points as those between which it is carried for the Express* "*Company, it being the intention of this agreement that the railway com-* "*pany shall receive in respect of express matter carried between any points* "*by the Express Company, at least one and a half times its own first-class* "*freight rates per hundred pounds between the same points.*
>
> "The sum above stated, viz., One hundred thousand dollars ($100,000), "shall be the subject of readjustment between the parties hereto at the end "of each period of two years from the date hereof, and so long as this con- "tract is in force."

This, worked out, would mean between two points, if the first class freight rate amounted to $1.00 upon certain traffic, the express charge would be $2.50, of which the railway company would in the end receive the whole, less, of course, the expense of the express company connected with that movement. In practice, express rates are not always 2½ times the first class freight rates, and in some instances are lower.

The bulk of the express traffic moves on passenger trains in express cars, the property of the railway companies, but in charge, in most instances, of express company officials. Sometimes on branch lines one man acts as both baggage and express man. Now, how it can be ascertained with any exactness, whether express rates should be based on 2½ times first class freight rates we confess we do not know and no one has given us any assistance upon the point. We were referred to the car earnings as indicative that express charges were highly remunerative to the railway

companies; and Counsel representing the Government offered computations showing that the Grand Trunk Railway Company had sixty mail cars earning on an average $6,411.00 per car per annum, 900 passenger cars earning $10,428.00 per car, 48 express cars earning $21,846.00 per car, and 33,567 freight cars earning $609.00 per car; that the Canadian Pacific Railway Company had 44,430 freight cars earning $903.00 each, 74 mail cars earning $9,572.00 each, 1,461 passenger cars earning $13,453.00 each, and 116 express cars earning $19,185.00 each; and that the Canadian Northern had 10,618 freight cars earning $695.00 per car, 16 mail cars earning $5,082.00 each, and 239 passenger cars earning $8,672.00 each, and 14 express cars earning $8,868.00 each.

Now, these figures, of course, are not pretended to be exact; they were estimates based upon the best available information. So far as the express car earnings were concerned, they were objected to by Counsel representing the express companies; but the latter did not follow the matter up and furnish us with any better information, or offer criticisms that would justify our entirely discarding these estimates. If they were wrong, the best information to break them down would be in the possession of the Railway Companies, and it would not seem unfair to infer that if they could have been seriously impeached, it would have been done.

Now, so far, this matter is being dealt with solely with the view of trying to ascertain whether these tolls, upon the whole, are reasonable. They might, upon the whole, produce reasonable returns to the carriers and yet some classes of traffic is unduly burdened, and other classes be carrying less than reasonable charges. If so, this would be unfair to individual shippers, but at the moment this is not the point for consideration. Do they in the result produce only fair and reasonable returns to the Railway Companies? or from the financial results and general reasonable conclusions and inferences from the foregoing should not some further general reduction be made?

The railway companies have in fact very small, almost negligible portions of their capital invested in these express agencies, and these latter being common carriers performing quasi public functions, are accountable, not only as separate corporations or entities, but likewise the railways as their real principals, to the public and to the country at large. The law as interpreted by the late Chief Commissioner, and with which interpretation we entirely agree, imposes upon these carriers the onus of satisfying the Board that their tolls are fair and reasonable. Has this burden been discharged? We feel that it has not and in so ruling we are not interpreting the meaning of this onus in a narrow sense. It should not be so dealt with. The carrier is entitled to much latitude in framing these tariffs. There are many elements of loss and danger that must be provided for; but after making every allowance for all the contingencies we can think of, we are impressed with the fact that the earnings of the Railway Companies upon express traffic are upon the whole excessive and should be reduced.

It was urged that there were extra hazards surrounding the transmission of valuable parcels, bullion, etc., by express, and reference was made to the very extensive express robberies in the United States. It is perfectly true that these are very proper matters to consider, and that the companies are entitled to charge rates that will furnish reserve funds that will properly take care of losses of that kind, as well as every other probable risk; but a reference to the list of losses and of claims paid shows the losses in Canada to be very light in proportion to the volume of traffic moving; and a reference to the vast surplus profits of the Companies in the United States shows that they made ample provision, to say the least, against loss from train robberies and every other form. The rates in Canada are, upon the whole, about the same so far as we can gather,—possibly in some instances slightly lower than in the United States. There these tolls,—from several official inquiries we have had access to,—have been shown to be excessive, in that the result in earnings therefrom has

produced revenues out of all reason. We are not overlooking the volume of traffic in comparing the reasonableness of tolls as between the two countries. From this conclusion, arrived at after most serious consideration, it follows that the application to allow these tariffs as they stand, cannot succeed; they must be refused.

In this result, it will be necessary to prepare new tariffs; and in framing them regard may be had to certain rulings that follow. By far the larger portion of the individual complaints that were heard by us, along with the General Inquiry, are covered by general findings and rulings; a few will hereafter appear under their separate titles.

DELIVERY LIMITS.

Complaints have been from time to time made to the Board regarding the practice established by the Express Companies in limiting the area of their collection and delivery service in certain cities and towns; and, without particularizing, these cases may be disposed of upon general lines.

It was at first contended by the Companies, that the Act conferred no jurisdiction upon the Board to deal with this feature of express traffic; that it was optional with the Companies whether they established such a service, and if established by them then they could define or limit the area over which such service should extend.

Dealing first with the question of jurisdiction. It would seem that before Express Companies could limit their liability to deliver express traffic to consigners, they must obtain the sanction of the Board to any rule or regulation having that object in view. Section 353 provides that "No *contract, condition, by-law, regulation, declaration,* or "*notice*, made or given.....imparing, restricting, or limiting the "liability .....for or in connection with the .....*delivery* by express, etc., ...shall have any force or effect unless first approved by order or regulation "of the Board." We do not read this section as being limited to that class of contracts by which a Company might seek to limit its liability for damages for *non-delivery* arising through accident or other cause; it seems to us to apply to any class of contract whereby the Company might be seeking to limit, curtail, or restrict its responsibility for the actual delivery to the consignee or to his address. Ss. 3 provides that the Board may, in any case, or by regulation, "prescribe the terms and conditions under which goods may be *collected, received, cared for,* or *handled* for the purpose of "sending..... or under which goods may be sent, carried, trans-"ported, or *delivered* by express....." If we read the provision correctly, it empowers the Board to prescribe the terms and conditions upon which express companies shall *collect* and *deliver* express traffic, nor does this, in our opinion, mean only collection at and delivery to their own offices or depots, but covers the collection generally throughout the city, town, or village at which the traffic originates, and the delivery generally to the consignee or otherwise, at the point of destination. If this is the correct view, it follows that, if the Companies define limits less in area than the Municipal boundaries of the points of origin or destination, beyond which they refuse to collect or deliver, these limits are subject to review and must be approved by the Board. All the complaints came from points where there were collection and delivery services already established: so the question of the jurisdiction of the Board to direct such services at points where none had been established by the Companies is not now being considered.

Even if jurisdiction were not given by the foregoing provision, we are of opinion that it would arise upon the ground of discrimination. Suppose the Companies fixed College and Carlton Streets as their northerly limits in the City of Toronto, would not the residents North of that line be discriminated against in favour of the residents to the south of it, if express traffic, carrying similar tolls, were collected from and delivered to the latter, and not the former? This, of course, is an extreme case,

and one not likely to arise; but it illustrates that jurisdiction exists where discrimination is alleged; and it was upon that ground that most, if not all, the complaints were based. The practice of the Dominion Express Company that has grown up in Winnipeg is, we think, quite contrary to the Statute. There is an independent dray or cartage company, said to have no connection of any sort with the Express or Railway Company, has wagons at the station, and the express company there turns over to it all traffic for delivery beyond the delivery limit fixed by the Express Company. The dray company collects twenty-five cents on each package, no matter what the size or weight may be, or where the point of delivery is; and if the consignee refuses to pay, the package is left with him, but no future deliveries are made; and, after that, parcels addressed to that consignee are held at the express office, and he is notified to come there for them. This 25 cent delivery charge is not included in the tariff filed, although it is a charge made with the consent of the express company and falls directly within the meaning of the word "toll" or "rate," as defined by section 9 of the Act of 1908. We are not at the moment considering the form of receipt given to the consignor by the express company for goods received for shipment, but it would seem reasonable that if a receipt were given to, say, a consignor in London, for a package addressed to a consignee in Toronto, the street and number being given, outside the Toronto delivery limits, the consignor not being so notified by the Company at the time the parcel is handed over to it, the Company should be required to deliver to that address; and it should not be open to the Company, when the parcel reached Toronto, to vary the contract made with the shipper to deliver at the address given, and to notify the consignee to come to the office and get the parcel; or, as in the case of Winnipeg, turn it over to some other delivery agent and assess, without the knowledge of the consignor, an additional charge upon the consignee, notwithstanding this service had been paid for by the sender, or at least the practice of the Company had led him to suppose he was paying for it.

Suppose a person at Brighton wishes to send a parcel to a person outside the delivery limits laid down by the Companies in Ottawa, and particularly wishes to prepay all charges, the express agent at Brighton has no knowledge of the Ottawa delivery limits, accepts the parcel addressed to a street and number that the Ottawa office is instructed not to deliver to, and the toll that the sender is led to believe will cover the transportation and delivery of the parcel to the address given, and yet, when the parcel arrives at Ottawa, it is not delivered at all. Instances of this kind are occurring every day in connection with express traffic at points where delivery limits exist. In the City of Winnipeg, from January 1st to December 31st, 1908, there were delivered outside the limits there 6,684 packages for one express company alone, and all these paid the extra toll to the cartage company. In Toronto, in the month of May, 1909, by one Company alone there were 497 packages for consignees outside the delivery limits; in Winnipeg, 553; in Ottawa, 195; in St. John, 108; in Regina, 130; Calgary, 171; Vancouver, 690; and in Montreal, 169. While these figures are only a small percentage of the total express traffic at these points, yet they show that a very substantial part of the express traffic moves to addresses outside the delivery limits as established. The Dominion Express Company submits a list showing 2,661 packages carried by it in May, 1909, for points outside its delivery limes in fifteen cities. It may not be unfair to suppose that in a large percentage of these cases, the senders of these packages supposed they were paying, in cases where the toll was prepaid, the whole charge to insure delivery to the consignee and not merely to the Railway Stations at destination.

How the Express Companies propose to get to the shipper the information as to the delivery limits was not discussed before us. It would be manifestly unfair to permit the existence of delivery limits without requiring the Companies to have in the hands of all agents information concerning them, so that the agent at the receiving office might inform himself and the shipper, at the time of shipment.

whether the consignee's address was within or without the delivery limits at the destination. We have some sympathy for the express companies in their contention that it is fair to limit the zone of collection and delivery at some points. It appeared in evidence that some towns and cities had included in their area such large extents of agricultural lands, that to make delivery would require journeying far out into the country. Requiring delivery, without additional charge, under such conditions is not fair either to the carrier, or to the rest of the public who are expected to pay tolls that yield upon the whole fair returns to the carrier, and if the latter is loaded up with a lot of work for the benefit of one section of the public that is to be performed at a loss, it will only be made up out of another section of the public. On the other hand, it is difficult to see how the Companies are to have in the agents' hands, at their numerous offices, the information necessary to inform shippers of these limits, and as to whether the address of the consignee is within or beyond the limits. A man comes into the express office at Virden, Manitoba, with a parcel addressed to No. 10 Forrest Hill Road, Toronto. Even if the agent at Virden had the Toronto delivery limits and a Toronto directory, it would be difficult for him to find out whether the address of the consignee was within or without those limits. Subject to the conditions that where the shipments are accepted for delivery generally, that is, without specific address, at the point of destination, and where the shipment bears an address that is outside the limits, the Companies should, in the absence of specific notice to the sender, be bound to deliver to the consignee, we think it not unfair to have reasonable delivery limits established in some towns, cities and villages. To make the foregoing more clear : 1. If an express company accepts a parcel addressed generally to Alexander Adamson, Montreal, it should be bound to deliver to the consignee, no matter where he lives in Montreal. This could be controlled by the receiving agent requiring a specific address. 2. If the package is addressed to a street and number outside the delivery limits, and no notice of this is given to the sender in the receipt furnished by the Company, delivery should be made to the consignee at the address given upon the package. It was understood at the Winnipeg sittings that if the Board concluded that it had jurisdiction over this matter, and that limits in some places were reasonable, each point where limits have been established would be taken up separately.

It now remains for the express companies to propound to the Board some reasonable basis for express traffic to move to delivery limit points, if there are to be such. By this is meant some mode of doing business whereby the shipper will know either that his shipment is destined to an address outside the delivery limits, and be enabled to provide against the contingency of non-delivery, or extra charge; or that, in the absence of that specific information, there is liability to deliver to the address given. If the Board can be satisfied upon these points, and it can be shown that the likelihood of injustice to the public will be small, then we are prepared to investigate and revise, if necessary, the existing limits as established by the Companies, and to this end each company should file lists of each delivery limit point, together with maps showing these limits, as well as the rest of the area of the Municipalities outside the limits to the boundaries; in the absence of the Board being satisfied that some reasonable way can be found of working this out, delivery limits will have to be abolished.

The Dominion Express Company has recently filed lists of delivery limit points, with maps showing the necessary particulars and, if the limits of all the companies are the same these maps now filed may be used by all the Companies for the purpose of the application.

In dealing with this question it will be observed that it is upon the theory that the Board has jurisdiction to permit the Companies in proper instances, to establish delivery limits by reason of section 353, which read broadly would seem to indicate that if the Board approved by order or regulation of the features connected with the liability or responsibility of the Company to deliver at any particular point, it might

cover the delivery within, and not beyond, definite limits at said point. If, on the other hand, the Board has no jurisdiction under that section, then it would seem to be the clear duty of the Company to deliver, personally, to the consignee, irrespective of any attempted fixing of delivery limits by it.

In the case of Willbeck v. Holland, 45 N.Y., at page 13, the following extract may be referred to:—

> "Carriers by land are bound to deliver or tender the goods to the consignee at "his residence or place of business, and until this is done they are not relieved "from responsibility as carriers. Carriers by vessels, boats, and railways are "exempt from the duty of personal delivery. Such carriers discharge themselves "from responsibility, as such, by transporting the goods to their nearest business "station to the residence or place of business of the consignee, and notifying the "consignee of their readiness to deliver the goods at such station. But this "exemption does not extend to express companies, although availing themselves "of carriage by rail. These were established for the purpose of extending to the "public the advantage of personal delivery enjoyed in all cases of land carriage "prior to the introduction of transportation by rail."

The relief of the rail and water carriers from the common law liability to deliver personally to the consignee was one of the principal inducements for the establishment of a system of transportation of goods by means of express, and the proper view would seem to be, that, in the absence of custom or contract, an express company is bound to deliver personally to the consignee.

In the case of Baldwin v. the American Express Company, 23 Illinois, 201, it is said:—

> "It is the settled doctrine of England, and of this country that there must be "an actual delivery to the proper person, at his residence or place of business, and "in no other way can he discharge himself of his responsibility as a common car-"rier, except by proving that he has performed such engagement, or has been "excused from the performance of it, or been prevented by the act of God or a "public enemy."

In very many cases in the United States courts it has been held that express companies must make personal delivery, and the reason given in the American Express Company v. Robinson, 72 Pennsylvania State, 274, was that any other rule would be destructive of the business of express companies, as they receive compensation based upon a contract for the personal delivery of the goods entrusted to them as common carriers.

In some states this matter has been the subject of special legislation. A statute was passed in Indiana requiring all express companies carrying on business in that State to deliver, personally, to all consignees living within the municipal limits of cities in that State, having a population of 2,500 or more inhabitants.

There is nothing in the sections of the Railway Act, that applies to express companies, dealing specifically with this subject, other than the section empowering the Board to deal with contracts limiting the responsibility or liability of companies to deliver express traffic; and if this provision extends, as we hold it does, to a contract limiting responsibility to deliver beyond specified areas in named municipalities, then, as it has been said, it does not seem unreasonable to permit proper limitations in certain cities, towns or villages, if a system can be established that will work fairly in the way of bringing home to the shipper specific notice that his package may be destined to a point where the Company is not bound to make personal delivery.

In the form of contract which is in use by the Canadian Express Company (exhibit No. 2), and which is set out in full later on, it does not appear that there is any limitation of the liability to make personal delivery. In other words, the body of

the contract does not attempt to limit the responsibility of the company to deliver to the consignee, personally; and it would seem that the Canadian Express Company, under its legal liability at common law as a common carrier, has all along been liable to make personal delivery of express matter, not only at established delivery points, but at all destinations. On the other hand, the form of contract used by the Dominion Express Company provides that deliveries are to be made only within the delivery limits established by that Company at such points at the time of shipment, and prepayment in such cases covers only places within such delivery limits. Both these contracts received temporary approval of the Board, although the Dominion Express Company did not at that time submit maps showing the delivery limits as defined by it at its various points, nor was the Board's approval of the limits so established ever asked.

However, it may be of no use to pursue the matter as it relates to the past, as the principal endeavor is to obtain the establishment of a fair and proper system both for the public and the carrying companies for the future. Of course, it will be understood that this whole subject regarding delivery limits is confined to such cities and towns as by reason of their local conditions it would seem reasonable to fix delivery limits in. There are innumerable points all over Canada where the Companies have no collection and delivery service, and where it would be entirely unreasonable to establish such services so long as no collection and delivery expense forms part of the toll charged. The large majority of points where there are express agents are places where there is no collection or personal delivery, and at such points the established custom is to notify the consignee of the receipt of the package at the particular express office, requiring him to call within a reasonable time and obtain the same.

It is obvious that as to all this class of traffic the part of terminal expenses representing collection and delivery should not form part of the toll charged. In the past the tariffs have not provided for this feature, the same charge being made (1) where there was no collection or delivery service; (2) where there was a collection but no delivery; (3) where there was a delivery but no collection; (4) where there was both collection and delivery. This sort of tariff has discriminatory features and the new one must be based upon the services actually rendered; in other words, that part of the public that does not enjoy the collection and delivery service should not pay tolls that include the expenses of such services.

The Companies have, after conference, arranged to publish directories showing delivery limits in all cities of 10,000 or upwards, and in large towns of less population where there are at present delivery limits. This may be a fair plan to try, but it must be upon the understanding that it is not final, if the general result should be found to be unsatisfactory; and the approval of the delivery limit clauses in the Merchandise Receipt is subject to the foregoing. Of course the Companies in removing these discriminations must not increase tolls for any services performed by them.

Roberts v. Dominion Express Company.

Another illustration of this delivery limit matter appears in connection with a complaint received by the Board since the foregoing was written.

On the 22nd September, the Board received from Mr. James Roberts, corner 22nd Street and Stony Plain Road, Edmonton, a complaint that the Dominion Express Company had charged 75 cents for delivering 5 cases of fruit to his place of business at the above address. It seems that this fruit was shipped from Mission Junction, the rate from that point to Edmonton being $2.55 per 100 lbs. Upon this shipment (weighing 109 lbs.), the toll payable to the Express Company was $2.77. In the answer filed by the Express Company, it is alleged that the address at which the shipment was delivered was about "1½ miles beyond the regular delivery limits of the Company "at Edmonton:" that there was an arrangement with a local delivery com-

pany to handle shipments beyond the regular delivery limits of the Express Company and "within certain limits," the charges being as follows:—

> 5 lbs. and under, 10 cents; Over 5 lbs. and up to 10 lbs., 15 cents; Over 10 lbs. and up to 20 lbs., 20 cents; Over 20 lbs. and up to 100 lbs., 25 cents; 10 cents for each additional 100 lbs. or fraction thereof.

The answer further goes on to state that the address to which the shipment was delivered was beyond the limits to which the carter was required to make delivery upon the basis of the above schedule, and the carter made a charge of 75 cents. The Company further says that "the Express Company had no control over the charge made by the carter," and it is asked that the complaint should be dismissed.

This is somewhat like the Winnipeg case, except that it goes a step farther, and the local delivery company, with whom the Express Company makes its bargain, limits the zone within which it agrees to deliver, and itself imposes an arbitrary charge for delivery outside of this zone. As stated in the Winnipeg case, this whole system is entirely illegal; and in this case the Dominion Express Company has become a party to its agent, the local carter, making delivery upon the payment of certain tolls, without these tolls being filed with the Board for its approval. The Board has no power to order the Express Company to refund these illegal charges that it has permitted its local carters to impose, and all that it can do is to declare this whole arrangement irregular and illegal.

The complainant in the above mentioned case, in reply to the Company's answer, states as follows:—

> "Diverting to the question of free delivery, I learn from local sources that "instead of using the freight sheds as the radiating point from which free "delivery should be made, the Company used the same building as that occupied "by the Canadian Pacific officials, which is situated some 1,600 yards east of the "freight sheds, as the point of distribution, and they fixed the free delivery "line about 200 yards west of the freight sheds. This makes the distance of "free delivery about one mile from their office. The distance for which the "special, and I think high rates are charged is as nearly as possible 1,354 yards. "This is the distance that the Company charged 35 cents for carrying 109 lbs. "The distance mentioned above brings the goods to the extreme southern end "of 21 Street and Jasper Ave. Yet because the teamster travelled up 21st "Street, 625 yards and turned west to my place situated one hundred yards off "21st Street, an additional 40 cents was imposed."

Whether it is reasonable that the Express Company in this case should be required to deliver as far as where Mr. Robert's grocery is located cannot be decided, because the Board is not in possession of sufficient facts, volume of traffic, and other matters. Before the directories showing and defining delivery limits in the various towns and cities in Canada are approved, the Board will define what are, in its opinion, reasonable limits within which delivery shall be made; that it, assuming that the Companies can satisfy the Board of some reasonable way of working this out.

STANDARD TARIFFS AND SUDBURY BASING SCHEDULE.

Complaints were received in Manitoba, Alberta, and Saskatchewan regarding the general level of express rates. In view of the evidence submitted, both as to the conditions existing and as to the volume of traffic offering, revision and rearrangement of rates are justifiable.

At the basis of the Express Standard Mileage Tariff is the question of the division of territory into mileage blocks. In eastern Canada, these run from 1 to 100 miles in 25-mile groups, from 100 to 200 in 50-mile groups, and over 200 in 100-mile groups up to the maximum. It appears to us that this mileage grouping is worked out on a logical basis. The Lake Superior Standard mileage tariff begins at North Bay, and from this point west there exists no such exact arrangement of mileage groups as in the East. Each Standard tariff west of North Bay has its own particular mileage grouping, and the groups are irregular and overlap.

The Board does not feel it necessary, at the present juncture, to give a direction to the Express Companies as to the exact mileages which should be contained in each mileage group westward from the Lake Superior territory, inclusive; but it does appear that there will be advantages in a general uniformity, so that, for example, any two or more of the western groups should be equivalent to and included in the corresponding eastern group, instead of the relation being fractional as at present. The Express Companies should within three months rearrange their standard mileage territories from the Lake Superior territory, inclusive, in accordance with this direction.

From the standpoint of uniformity, it is advisable that the territories covered by the various Standard mileage tariffs should be rearranged. At present, the eastern and Lake Superior scales meet at North Bay. In view of the fact that, since the construction of the Canadian Pacific Company's Toronto-Sudbury line, the freight rates break at Sudbury, instead of at North Bay, as formerly.. Sudbury should be substituted for North Bay. The Prairie and Mountain express scales join at Macleod and Calgary. Here, again, it appears advisable that the division should be, as in the case of the Standard freight tariffs, at Crowsnest, Canmore, and Thornton.

To sum up, the Board directs:—

1. That there shall be four "standard" mileage basing scales, viz.,

(A) On all lines east of and including Windsor and Sudbury, excluding the line of the Temiskaming & Northern Ontario Railway.

(B) On all lines west of and including Sudbury to an including Sault Ste. Marie, Ontario, Crow's Nest, Canmore, and Thorton, Alberta; also north of and including North Bay.

(C) On all lines west of and including Crowsnest, Canmore, and Thornton to the Pacific Coast, and to Vancouver Island transfer ports.

(D) Vancouver Island.

2. That the mileage groupings of "B," "C," and "D" be assimilated to those of "A," so that there shall be no overlapping.

3. That the basis of (A) do not exceed $3.00, of (B) $5.00, of (C) $6.00 per 100 pounds for the 900-1000 mile group.

4. At present, on inter-division traffic between territory "B", and territory "C" the practice is to make up a through rate by adding the two tariffs together. The system which applies in freight traffic is more satisfactory ; therefore, in the interest of uniformity of practice and lesser burden of rates. on inter-division traffic which is not subject to the Sudbury basing schedule, the higher, or highest, standard mileage scale, as applied to the through mileage, should govern in either direction.

5. Between points east of Sudbury and points west thereof, through rates are at present built up by adding to the local tariff east of Sudbury a special basing tariff west thereof, which later is assumed to be lower than the Sudbury local tariff. We see no particular objection to this system, and the Sudbury basing scale may be continued, provided that the through rates are less, in all cases, than the sum of the tariff rates to and from Sudbury, and are not greater than the higher Standard tariff as applied to the through mileage from the point of origin to destination. The tariffs between points east of Sudbury and points west thereof must show the specific through rates.

We think the Sudbury basing method may reasonably be applied to inter-division traffic via North Bay, and we, therefore, direct that on traffic between points north of North Bay and points east, south, and west thereof the proportional rates north of North Bay be the same as west of Sudbury, subject to the same provisions.

COMPETITIVE POINTS AND THROUGH ROUTES AND RATES.

A large number of individual complaints were made regarding excessive express tolls by reason of the companies never having established through rates, and from the practice of their exacting upon that class of traffic and sum of the locals. Complaints were also made of violations of the long and short haul clause arising by the syestem of moving traffic to what they termed competitive points. An illustration of these two matters is obtained from the case of Brown Bros. v. the American Express Company et al, in which the complainants asked "if it is permissable for an express company to exact a greater charge for a shorter than for a longer distance." and they alleged this to be the case with respect to shipments made from Toronto, and points east, to Welland and Fenwick, on the Toronto, Hamilton & Buffalo Railway; traffic destined to Fenwick being subjected to a higher toll than to Welland. At the hearing, the facts were developed and the case was argued.

For many years the Canadian Express Company had an office at Welland and operated to that point from Toronto and eastern points on the lines of the Grand Trunk Railway Company via St. Catharines, the distance from Toronto to that city being 70:8 miles, and from there to Welland 14:1 miles; the rate per hundred pounds was established at seventy-five cents and so remains. Subsequently to the establishment of this rate, Toronto, Hamilton, & Buffalo Railway Company built a line of railway from Hamilton to Buffalo, passing through Welland, and since the opening of that line through trains are run from Toronto to Buffalo, over the line of the Grand Trunk Railway Company from Toronto to Hamilton, under the agreement between the Canadian Pacific and Grand Trunk Railway Companies; thence over the Toronto, Hamilton & Buffalo from Hamilton to the latter city. The Dominion Express Company operates upon these trains between Toronto and Hamilton, and the American Express Company between the latter city and Buffalo. In practice, express matter destined to Fenwick or Welland is carried from Toronto to Hamilton in these trains in charge of a messenger of the Dominion Express Company; there a messenger of the American Express Company takes charge of the car and the express matter therein for the remainder of the journey. When this new route was opened for express traffic, the Canadian Express toll of seventy-five cents per 100 lbs. to Welland was adopted, and since then traffic going by either route has paid a similar rate, viz., the 75 cents per 100 pounds Fenwick is a station between Hamilton and Welland, seven miles nearer Toronto than the latter town, the rate to which is 90 cents per 100 lbs.; so a 100 lbs. moving to Fenwick pays 15 cents more than to Welland, although the shipment passes through the seven miles beyond Fenwick. The 90 cent rate to Fenwick is the combination of the Dominion Express Company's 40 cent local rate to Hamilton, and the American Express Company's 50 cent rate from there to Fenwick; the latter is said to be an *"exclusive"* office of the American Express Company. It is said upon behalf of these Companies that Welland is a *"competitive"* point, and they join in a through 75 cent rate to meet the Canadian Express Company's rate to that place.

Sub-section 5 of section 315 of the Railway Act provides that "the Board shall not approve or allow any toll, which for the like description of goods.....carried "under substantially similar circumstances and conditions in the same direction over "the same line, is greater for a shorter than for a longer distance, within which such "shorter distance is included, unless the Board is satisfied that, owing to competition, "it is expedient to allow such toll."

If two packages of 100 pounds each are delivered to the Dominion Express Company at Toronto, destined respectively to Fenwick and Welland, they are carried, in

so far as the actual carriage is concerned, to their destination under "similar cir- "cumstances and conditions in the same direction over the same line, "yet the toll " to Fenwick is greater than to Welland, notwithstanding the distance is shorter and " is included in the longer distance to Welland. The statute prohibits this unless the " Board is satisfied that owing to competition it is expedient to allow such toll."

Upon first consideration it seems absurd that the toll to Welland should be less than to Fenwick; yet upon examination it will be seen that no injustice is done to Fenwick. The Canadian Express Company's 75 cent rate to Welland had to be met by the two companies operating over the new route; otherwise they could not have hoped to share in the Welland traffic. Prior to the opening of this new route, Fenwick had no express facilities,—at least by rail, Welland had, the new route gave additional facilities to Welland and created competitive conditions there, at least, as to facilities if not as to rates. The new route did not have the effect of reducing tolls but gave the public the choice of an additional route, which generally results in creating a more attentive and efficient service. Shippers to or from Welland have the opportunity of routing their traffic over one of two routes, while traffic to or from Fenwick must move by one only, so that in this respect Welland is a point where there is competition as to which route will get the traffic, while those conditions do not exist at Fenwick; so it appears that if the Board is satisfied that it is expedient to allow these tolls, there is nothing unlawful in them. In other words, if the tolls are reasonable in themselves, they are not prohibited by the Act. How is Fenwick hurt? similar conditions exist all over this and every other country. Competition between carriers by rail, and competition between carriers by water and carriers by rail, create favored locations to and from which tolls are lower and to which the long and short haul clause has no application.

In referring to the long and short haul clauses of The Act Respecting Commerce, Professor McPherson, in his work on "Railroad Freight Rates in relation to the Industry and Commerce of the United States," ed. 1909, says,—pp. 239-240:—

> " An unvarying and widespread occasion for vituperation was the common " practice, whether forced by unsurmountable competitive factors, such as the " waterways, or by inevitable commercial necessity for the conveyance of pro- " ducts to market, or the whirlwind of the struggle for traffic, to reduce the rates " between stations separated by considerable distances to a level lower than that " of the rates which were maintained to and from intermediate stations. This " practice, commonly designated as 'charging less for the long than for the short " 'haul', naturally seems unjust. The argument that if a railroad can afford " to carry 100 pounds for 1,000 miles at $1.00, it is an outrage for it to charge " $1.50 for 500 miles over the same line seems, upon its first statement, to be " unanswerable. The railroads, whose fighting was not altogether unlike that of " wild beasts in a jungle, were following the instinct of self-preservation common " to both them and wild beasts, and all human kind. Although the economic " justice that, under certain conditions, underlies charging more for the short " than for the long haul, even upon the same route, had been pointed out by an " English economist as early as 1849, his logic had not percolated the minds of " the public, the shippers, or the majority of the traffic men themselves, who were " ready to admit that they were doing only what they had to do under the con- " ditions that beset them, and did not attempt on an economic basis to justify " this practice. It was not until several years later that the American econo- " mists, Hadley, Seligman, and Taussig, gave enunciation to the principles " underlying the adjustment of freight rates. It is beyond question that had " these principles, resting as they do upon an adamantine foundation, been " properly set forth by instructors and the press, and had promptly penetrated " to and found acceptance in the minds of the American people, the history of " the American railroads would have been spared many of its most distressing " pages."

In the early days of the Interstate Commerce Commission, it held, in several cases, that competition between carriers was not sufficient to justify a higher charge for a short than for a long haul, the shorter distance being included in the longer. The Courts there continually overruled those holdings, and in one case this appropriate statement appears:—" Shall the millions invested in Railroads to afford to the " State great systems of transportation result in their ruin? Shall Government " undertake the impossible but injurious task of making the commercial advantages " of one place equal to those of another? It might as well attempt to equalize the " intellectual powers of its people." (Ibid. p. 253).

It will, of course, be observed, that the question here involved, as propounded by the Applicants, is not the reasonableness in itself of the Fenwick case; they make no complaint that the 90-cent rate to Fenwick is too high; in answering their question, we are dealing only with the specific enquiry made by them. The answer to the Applicants' question will, therefore, be, " under existing conditions, yes."

The two important features presented by this complaint, already referred to, are, 1st, as to Welland being a competitive point; 2nd, *the rate to Fenwick being the sum of the locals.*

The question of joint through rates by Express Companies was not discussed with any particularity, in so far as it would pecuniarily affect the Companies, in the General Express Enquiry; but it has been given a good deal of consideration by us since the hearing of that case, and we have come to the conclusion that the Companies engaged in the Express business in Canada must establish joint through rates on express freight traffic, which shall be less than the sum of their locals. Sections 333 and 334 provide that Companies may agree upon joint tariffs for continuous routes; and, if they fail to agree, the Board may require agreement; or, in the absence of agreement, the Board may fix the toll and apportion it between the Companies. In view of these provisions, it seems clear that where Express Companies establish continuous routes, they should at the same time agree upon joint rates for their freight traffic and a division thereof, and we think that these should be less than the sum of the locals. The question is how much less ? We do not think in this instance, that the value of the service to the shipper should be the controlling factor; if it were, then the joint rate, where the continuous route was operated by two or more companies, could be no higher than would be the through rate if but one company operated between the same points, because the value of the service to the shipper is not enhanced by the traffic being handled by several different Companies. There usually is some additional expense connected with transfers, book-keeping, accounting, and auditing, and doubtless other matters, where shipments are moved by two or more companies, that does not exist where one company alone is concerned in its carriage. The difficulty is to say what is a proper basis to put this class of business upon. This matter has been considered by some of the State Commissions in the United States, but whether the conclusions arrived at by them could be fairly applicable here could not be known without an intimate knowledge of this class of traffic in the various States where it has been dealt with. In Indiana it has been held that the joint through rate should not exceed the sum of the locals less 20%. We have no means of comparing the situation there with that in Canada. We have no means of knowing the extent or volume of this class of traffic there, nor have any figures been submitted to us showing the volume of this class of traffic in Canada, or the revenues of the carriers therefrom, or how they will be affected by any requirements this Board may impose upon the carriage of joint traffic.

The Texas State Commission determined that the through rate should not exceed the sum of the locals less 10%. It was suggested before us, by Counsel representing the Government, that, perhaps, the more logical plan might be to fix the through rate, where the traffic is handled by two or more Companies, at the same sum that would apply to one Company for the same service, plus an additional sum for the transfer

or extra handling. But while this probably is logical, how can it be said what the additional sum should be ? So far as we are aware, this has never been applied as a basis for fixing the joint rate upon the freight traffic of the Railway Companies, and we fear would be too drastic to apply to express traffic, and so we prefer, for the present at least, to cut some reasonable percentage off the sum of the locals.

It is admitted that it is quite feasible to have joint tariffs, so that one may be informed at any express office what the charge is for the carriage of any shipment to any other office in Canada. The Companies should, within a reasonable time, make provision for tariffs of this sort applicable to their freight traffic.

As regards the joint "graduate" charges, the advantage to the companies of graduating on the respective local rates (the present system), or, as has been suggested, even on the sum of these, does not seem to us to justify the joint tariff complexities which either method would entail. A tariff of specific joint "graduates" based on the present method would have to be very voluminous, involving, as it might, a separate joint "graduate" scale between practically each point of the one company and each point of the other. The suggested alternative would be simpler; but even this would necessitate, in addition to the actual chargeable "merchandise" rates, a column of higher basing rates per 100 lbs. for graduating purposes only, and the shipper might reasonably expect some satisfactory explanation. We are of the opinion that the logical solution of the difficulty is the application of the same principle to the joint tariff as to the individual company tariff; in other words, that the joint charge for these small freight shipments should be obtained by graduating on the joint through "merchandise" rate, and we anticipate that this simplified solution will commend itself to the companies themselves.

We had arrived at the conclusion that a reasonable basis for the joint per 100 lbs. rates would be 85 per cent. of the lowest combination of the local "merchandise" rates; but a closer study of the "graduate" feature leads us to believe thath this reduction of 15 per cent from the sum of the locals might prove too drastic. The "graduate" scale covers the great bulk of express traffic, and a material benefit would ensure to the public by graduating once on the sum of the local rates (the alternative suggestion just referred to); but we have gone further than this by prescribing the joint per 100 lbs. rate as the basis for the "graduate" as well; and as any lowering of the rate per 100 lbs. reacts on the "graduate," the latter is made subjected to a two-fold reduction. For these reasons we think that, except where modified by competition the joint merchandise rates per 100 lbs. should be constructed on the basis of a reduction of at least 10 per cent from the lowest combination of "merchandise" rates between the same points, regardless of the point of interchange; the minimum charges to be similarly constructed, unless joint minimum charges are specifically provided in the classification. Joint tariffs should apply in both directions.

SESSIONAL PAPER No. 20c

SHIPPING RECEIPT OR CONTRACT.

Much complaint was made against the form of contracts that Express Companies require the shipper or consignor to sign at the time of shipment. The following is the form in use by the Dominion Express Company:—

(Exhibit 60).

"Form 112. Nov. '05.

"Dominion Express)
"Company's Money)
"Order)
"For rates see other)
"side.)
"For shipments consign-)
"ed to points in China,)
"Japan, and generally)
"to foreign countries.)
"this receipt should)
"be forwarded to the)
"consignee who will)
"be required to pro-)
"duce it on delivery)
"of the shipment.)

DOMINION EXPRESS CO.
LIMITED,

139 St. James St., Montreal, Que.,

.....19

(Not Negotiable)

Received of.....

.....said to contain.....

valued at.....dollars

"which we undertake to forward to the nearest point to destination, reached by this "Company, subject expressly to the following conditions, namely:—This Company is "not to be held liable for any loss or damage, except as forwards only, nor for any "loss or damage by fire, by the dangers of navigation, by the Act of God or by the "enemies of the Government, the restraints of Government, mobs, riots, insurrections, "pirates, or from or by any reason of any of the hazards or dangers incident to a "state of war. Nor shall this Company be liable for any default or negligence of "any person, corporation, or association, to whom the above described property shall "or may be delivered by this Company, for the performance of any act or duty in "respect thereto, at any place or point off the established routes or lines run by this "Company, and any such person, corporation, or association, is not to be regarded, "deemed, or taken to be the agent of this company for any such purpose, but, on the "contrary, such person, corporation, or association shall be deemed and taken to be the "agent of the person, corporation, or association from whom this Company received "the property above described. It being understood that this Company relies upon "the various railroad and steamboat lines of the country for its means of forwarding "property delivered to it to be forwarded, it is agreed that it shall not be liable for "any damage to said property caused by the detention of any train of cars, or of any "steamboat upon which said property shall be placed for transportation; nor by the "neglect or refusal of any Railroad Company or Steamboat to receive and forward the "said property.

"It is further agreed that this Company is not to be held liable or responsible for "any loss of or damage to said property, or any part thereof from any cause whatever, "unless in every case the said loss or damage be proved to have occurred from the "fraud or gross negligence of said Company or their servants; nor in any event shall "this Company be held liable or responsible, nor shall any demand be made upon "them beyond the sum of Fifty Dollars, at which sum said property is hereby valued, "unless the just and true value thereof is stated herein; nor upon any property or "thing, unless properly packed and secured for transportation; nor upon any fragile

"fabrics, unless so marked upon the package containing the same; nor upon any "fabrics consisting of or contained in glass. If any sum of money, besides the "charges for transportation, is to be collected from the consignees on delivery of the "above described property, and the same is not paid within thirty days from the date "hereof, the shipper agrees that this Company may return said property to him at "the expiration of that time, subject to the conditions of this receipt, and that he will "pay the charges for transportation both ways, and that the liability of this Com- "pany for such property while in its possession for the purposes of making such "collection shall be that of warehousemen only. And if the articles herein mentioned "are not removed from the office of the said Company, and charges paid thereon in "one year from the date of this receipt, it is agreed that the said Company may sell "the same at public auction for their charges, including the cost of sale thereon, but "all articles, in the opinion of the said Company, of a perishable nature may be "disposed of at their discretion if the charges are not paid at once or the consignee "cannot be found. In no event shall this Company be liable for any loss or damage, "unless the claim thereof shall be presented to them in writing at this office within "ninety days from this date, in a statement to which this receipt shall be annexed. "And it is also understood that the stipulation contained herein shall extend to and "enure to the benefit of each and every company or person to whom, through this "Company, the above described property may be entrusted or delivered for transporta- "tion. THE DOMINION EXPRESS COMPANY, Limited, assumes no liability "for delays losses, or non-delivery beyond their lines. Deliveries at all points "reached by this Company are only to be made within the delivery limits established "by the Company at such points at the time of shipment, and prepayment in such "cases shall only cover places within such delivery limits. The party accepting this "receipt hereby agrees to the conditions herein contained.

"READ THIS RECEIPT

For the Company,

.....Agent."

That in use by the Canadian Express Company differs from the above; and that the differences may be compared, it is set forth in full, and is as follows,—

" READ THE CONDITIONS OF THIS RECEIPT
" (105) CANADIAN EXPRESS COMPANY.

"..... 19

" Received of.....
" said to contain.....
"valued at.....100 Dollars
"Marked.....
" .....
"which we undertake to forward to the nearest or most convenient "point of destination reached by this Company, subject expressly to "the following conditions, namely: This Company is not to be held "liable for any loss or damage, except as forwarders only, nor for "any loss or damage by fire, by the act of God, or of the enemies of "the Government, the restraints of Governments, mobs, riots, insur- "rections, pirates, or from or by reason of any of the hazards or "dangers incident to a state of war. Nor shall this company be "liable for any default or negligence of any person, corporation, or "association to whom the above described property shall or may be

"Agents will advise customers that packages they desire to have brought out from
"Great Britain, marked care of Wm. Cuthbertson, Agent, Canadian Express Com-
"pany, 22 Water St., Liverpool, and shipped from any Railway Station in Great
"Britain, will be promptly forwarded.

"delivered by this Company, for the performance of any act or duty "in respect thereto, at any place or point off the established routes or "lines run by this Company, and any such person, corporation, or "association is not to be regarded, deemed, or taken to be the agent "of this Company for any such purpose, but, on the contrary, such "person, corporation, or association shall be deemed and taken to "be the agent of the person, corporation or association from whom "this company received the property above described.

"Nor shall this Company be liable for any loss or damage of "any box, package, or thing for over *Fifty Dollars*, unless the just "and true value thereof is herein stated; nor upon any property or "thing, unless properly packed and secured for transportation; nor "upon any fragile fabrics, unless so marked upon the package con-"taining the same; nor upon any fabrics consisting of or contained "in glass.

"Nor shall this Company be liable for any loss or damage unless "the claim therefor shall be made in writing, within thirty days "from the accruing of the cause of action, on a statement made, to "which this receipt shall be annexed.

"Nor shall this Company be liable for damage to perishable "articles caused by detention of trains, or neglect, or refusal of rail-"ways to provide facilities for carriage of such articles.

"The party accepting this receipt hereby agrees to the con-"ditions herein contained.

"Shippers of Money Packages will be particular to mark the "Exact Amount contained on outside of Packages, as the Express "Company will not be liable for more than whot is represented.

"C.O.D. goods when not taken in arrival at Destination, remain "at the risk of Sender.

"The Grand Turnk Railway Company is liable for the per-"formance of this Contract by the Canadian Express Company, "subject to and upon the terms above expressed.

" For the Proprietors,

" .....Agent.

"Money transfers by telegraph to all cities and important towns.
"Special rates for advertising and printed matter, also produce and
"large consignments of merchandise."

A case was heard at Vancouver in which the Canadian Bank of Commerce complained against the form of contract that the Alaska Pacific Express Company required to be signed for shipments entrusted to it, and the various features were fully argued. This latter receipt is in the following form,—

"Shipments passing over water routes are not insured by this Com-
"pany against losses arising from dangers of navigation unless
"MARINE INSURANCE IS DESIRED AND CHARGED FOR.
"Value $.....ALASKA PACIFIC EXPRESS CO. Read
" the Con-
" ditions
" on this
" receipt.
" 190
"Received from.....
"..... said to contain .....valued at.....

" . . . . . 100 Dollars. . . . . .
" Addressed. . . . . .
" Which we undertake to forward to our agency nearest or most " convenient to destination only, and there deliver to other parties " to complete the transportation, which he said Express Company is " authorized to do under the following conditions:
" 1. It is understood that this Company is a FORWARDER only, " and relies upon the railroads and steamboat lines of the country " for its means of transporting property delivered to it to be for- " warded. It is agreed that it shall not be liable for any damage to " said property caused by the detention of any train of cars or of " any steamboat upon which said property shall be placed for trans- " portation, nor caused by the neglect or refusal of such railroad or " steamboat company to receive said property.
" 2. And it is agreed that this Company is hereby authorized to " deliver said goods to any carrier regularly carrying goods to said " point of destination from the agency of this Company nearest or " most convenient thereto; and any such carrier so selected shall be " regarded as the agent of the shipper or owner, and as such, alone " liable, and the Alaska Pacific Express Company shall not be in any " event responsible for the negligence or non-performance of such " carrier to which the above described property may be delivered by " this Company in performance of any duty in respect thereto.
" 3. This Company shall not be liable for any loss or damage by " fire, leakage, or by the dangers of railroads, ocean, lake, or river " navigation, or by the act of God, restraints of Government, civil " or military authority, mobs, riots, insurrection, or war by the public " enemy. NOR SHALL THIS COMPANY BE HELD LIABLE " OR RESPONSIBLE FOR ANY LOSS OF MONEY OR BUL- " LION CAUSED BY THEFT, ROBBERY, OR EMBEZZLE- " MENT, UNLESS SHIPMENT IS INSURED BY THIS COM- " PANY AT COST OF SHIPPER. UNLESS SO INSURED, " SHIPPER ASSUMES ALL RISK OF LOSS OF MONEY OR " BULLION BY THEFT, ROBBERY OR EMBEZZLEMENT. " Nor in any event shall this Company be held liable or responsible, " nor shall any demand be made upon it beyond the sum of Fifty " Dollars, at which sum said property is hereby valued, unless the " just and true valuation thereof is stated herein.
" 4. Nor shall this Company be liable upon any property or thing " unless properly packed and secured for transportation, nor upon " any fragile fabrics, or goods consisting of or contained in glass, " unless so marked, described, and accepted as such herein. NOR " WILL THI COMPANY BE LIABLE FOR ANY MONEY OR " JEWELRY, OR THE VALUE THEREOF, UNLESS THE " SAME IS PACKED SEPARATELY FROM ALL OTHER " ARTICLES WHATEVER, AND PROPERLY MARKED AND " SECURED FOR TRANSPORTATION AS MONEY OR " JEWELRY.
" 5. If any sum of money besides the charges for transportation " is to be collected from the consignee on delivery of the described " property, and the same is not paid, or if in any case the consignee " cannot be found or refuses to receive such property, or for any " other reason it cannot be delivered, the shipper agrees that this " Company may at its option return said property to him subject to

" Express Charges do not include Duties nor Custom House Expenses which must be Guaranteed by Shipper.

" THE LIABILITY OF THIS COMPANY IS LIMITED TO $50, UNLESS A GREATER VALUE IS STATED IN THIS RECEIPT.

"the conditions of this receipt, and that he will pay all charges for "transportation both ways, and that the liability of this Company "for such property while in its possession after *thirty-six hours* at "agency of destination for the purpose of delivery, shall be that of "warehousemen only.

"6. In no event shall this Company be liable for any loss, damage, "or delay, unless the claim therefore shall be presented to it in writ- "ing at this office within NINETY DAYS after date of shipment, "in a statement to which this receipt shall be annexed.

"7. It is further agreed that any carrier or party liable on account "of loss or damage to any of the above described property, shall have "the FULL BENEFIT OF ANY INSURANCE that may have "been effected or on account of said property.

"8. And it is also understood that the stipulations contained here- "in shall extend and inure to the benefit of each and every company "or person to whom, through this Company, the above described "property may be entrusted or delivered for transportation.

"9. Deliveries at destination are only to be made within the "devilery limits established at such points at the time of shipment, "and prepayment in sush cases shall only cover places within such "delivery limits.

"10. THE PARTY ACCEPTING THIS RECEIPT HEREBY

"AGREES TO THE CONDITIONS HEREIN CONTAINED.

" FOR THE COMPANY.

"NOT NEGOTIABLE. .....Agent.

"ORDERS FOR GOODS, SUPPLIES, ETC., FILED AT ANY "OFFICE OF THE COMPANY WITHOUT EXTRA CHARGE.

"Express Charges do not include Duties nor Custom House Expen ses which must be Guaranteed by Shipper.

HE LIABILITY OF THIS COMPANY IS LIMITED TO $50 UNLESS A GREATER VALUE VALUE IS STATED IN THE RECEIPT.

"Agents will advise customers that packages they desire to have brought out from Great Britan, if marked care of Wm. Cuthbertson, Agent, Canadian Express Company, 22 Water St., Liverpool, and shipped from any Railway Station in Great Britain, will be promptly forwarded.

It requires no second reading of any of these Contracts to see that they are grossly unfair. Indeed no one upon behalf of any of the Companies attempted to justify them in their entirety; and it is difficult to understand why the Companies have for years required such forms to be signed by shippers. We were told upon behalf of the Companies that they did not seek to hold their customers to these contracts, and in practice did not seek enforcement of the unreasonable features that appear to them ; but this only makes matters worse, for this line of action is only an admission that the contract should never have been asked for in the first instance, and when obtained places the Company in a position to discriminate by enforcing the provisions of the contract against some and relaxing it as against others. Take the provisions that the Company shall not be liable for loss sustained while the shipment is in charge of a connecting carrier, but that the latter should be the agent of the shipper; that the Express Company shall not be liable for the refusal of the Railway to furnish facilities for the carriage of perishable articles; that they shall be liable

as forwarders only; that they shall not be liable for damages by fire (notwithstanding the rate paid by the shipper includes a charge for insurance); that no liability is to attach, unless the loss can be shown to have been caused by the fraud or gross negligence of the Express Company or its servants, and the like. These are all unreasonable. When the tariffs of Express Companies are before us for consideration, we are told that the charges are to some extent,—in many cases to a large extent, based upon the great responsibility assumed by the Company, and the liability to make good losses arising from a great variety of causes; and when the form of contract comes to be investigated, it appears that studied attempts have been made to prevent the shipper recovering compensation, in the event of his goods being destroyed or lost while in the possession of the Company.

However, as these forms must all be abandoned, it is not worth while following further the criticism of those now in use. The question is what would be a fair and proper form of carriage contract; not unduly burdensome on either side but fair and equitable between the patries. We have had the opportunity of going over the various features that should enter into a contract oft his charachet, with representatives of all interested parties ; and, without repeating the reasons that we gave from time to time as the matter progressed, we have concluded that the form in Schedule "A" to the Classification will, upon the whole reasonable. We would have preferred a shorter form of contract but it seems impossible to cut down further.

Fruit Rates and Facilities for its Proper Handling.

The Board, had, at various places in Ontario and the Western Provinces, many complaints against the Express Companies regarding their handling of fruit by express. These complaints were against the rates, the facilities at the various shipping points provided for receiving the traffic, the kind of care it was transported in, the rough handling it was said to be subjected to, causing breakage of baskets or crates, and alleged pilfering from the packages while in transit. This traffic has been rapidly increasing and all signs point to a still more rapid development. All small fruits are handled almost entirely by express; the traffic requires quick transport and careful handling throughout. It was said that from one point (Clarkson), arrangements were made with the Grand Trunk Railway Company for three freight cars per week during the season of 1909, for sweet corn and the cheaper fruits by freight service to Toronto, as the express rates were so high. It appeared that until about two years ago the rate from Clarkson to Toronto, sixteen miles, was 25 cents per 100 lbs. Then it was raised to 30 cents, or $6.00 per ton. The fruit-grower loads the fruit into the cars, and at Toronto the purchasers, or commission merchants at the fruit market, do most of the unloading. In this class of traffic there is no pick-up service, the fruit always being taken to the car by the growers. The express companies have men in the car to place the packages in position, but it was said that they were mostly handed up to the car by the shipper. Then in cases where the Commission men took the fruit at the Toronto market, there would be no delivery service by the Company. It was said in the case of the three cars per week from Clarkson by freight, that the rate was 6 cents per 100, only $\frac{1}{5}$ of the express rate, and that the car moved into Toronto as freight in the same time it did as express, but that as freight the railway did no handling of the fruit. By express, a car of fruit from Clarkson to Toronto bore a toll of $90.00; as freight a toll of $18.00, and both shipments, it was said, were frequently made in like kind of cars, viz., the ordinary box car. It would seem that a charge of $90.00 for this 16 mile haul, with no pick-up or delivery expenses, is little else than extortion. Complaint was also made by the Clarkson shippers that they were being discriminated against in favour of the growers in the vicinity of St. Catharines, from which place, also, the rate was 30 cents to Toronto.

A broader field of complaint upon this subject matter came from the Ontario Fruit-Growers Association in the form of a series of resolutions passed at a meeting of that Association, which are as follows:—

1. For a general reduction in Express Rates on fruit.
2. A graded rate based on the size of the shipment.
3. That pilfering and rough handling of consignments be abated.
4. That responsibility regarding delay in transit by Companies and a prompt method of settlement of claims within a reasonable time be established.
5. That proper accommodation both as regards cars and shelter at points of shipment and delivery, be provided;

and in the form of the following letter:—

"On behalf of the fruit-growers and shippers of the Province of Ontario we beg "to lay before your Board the following statement re the transportation of fruit by "express companies of Canada. That is to say, we submit,—

"That the express companies at the present time are not fully equipped with "suitably ventilated cars for the proper reception and care of the large quantities of "fruit offering for transportation. This statement applies more especially to the "Canadian Express Company, whose system operates throughout the entire Niagara "District.

"That the Company have not sufficient or suitable sheds for the protection of "consignments of fruit awaiting arrival of train at many points where fruit is offered "in considerable quantities.

"That sufficient care is not taken by employees of the company in the handling of "fruit, resulting in great loss and damage which might be largely obivated were "proper care exercised in this respect.

"That where loss arises through improper handling or through detention of "consignment, it is almost impossible to secure redress from the companies without "resort to a suit at law, the policy apparently being by vexatious delays to wear out "the efforts of the applicant.

"That in many cases the rates for the carriage of fruit by express are greater "than is necessary to provide reasonable profit to the companies, and are higher than "the trade should be compelled to pay, resulting in the necessity of seeking for some "other method of transportation, which, in turn, causes congestion in the large cities "and prevents proper distribution to the fruit-growers throughout the Dominion of "Canada.

"We would, therefore, request your honourable Board to direct,—

"That equipment suitable for the purpose and sufficient in number be acquired "for the purpose.

"That proper sheds be erected at all important shipping stations throughout the "district.

"That the Companies be held liable for the prompt settlement of claims for "damages arising in transit, either through improper handling of fruit by employees, "or through undue delay of delivery of goods at destination.

"Fourth that such adjustment of rates may be made as will result in placing "remuneration for services rendered on a fair and equitable basis.

"With this end in view, we herewith submit a schedule of rates based on mileage "which, in our judgment, should be sufficient and reasonably satisfactory to the "express companies.

All of which is respectfully submitted."

Mr. W. H. Bunting, President of the Niagara Fruit-Growers, put the matter as follows:—

"Q. First let me ask you what you have to say with regard to the question of

" rates generally, because both of these memoranda speak of rates as being at present " excessive. I want you to deal with that just in your own way, please, and from the " standpoint of fruit-growers. A. Well, I might say your Lordship and gentlemen " that the fruit industry has increased very rapidly during the last two years, owing " to the changed conditions possibly in agriculture in this country, and the fact " possibly that certain sections of Ontario are especially adapted to the production " of fruit. The increase in supplly has, of course, resulted in a general lowering of " prices, and at the present time, barring an occasional failure in some special crop " owing to atmospheric or climatic conditions, the general trend of prices for fruit " is very much lower than heretofore.

" Q. That is the supply being more ample and less spasmodic, more regular and " certain, the ultimate prices to the consumers tend to grow lower? A. Very much " so; until I think, I am safe in saying at the present time that generally speaking " the average return to the shipper for goods sent forward by express would run from " one-half to 25 per cent, of the gross sales. In order to make that clear I think I " could present large sales of fruit where the cost for transportation would equal the " return to the shipper who has produced the fruit, and provided the package and done " all the necessary work leading up to the handing over to the carrying company, and " for that service the shipped would not receive more than 50 per cent of the gross " receipts under normal conditions.

" Q. You think that conditions are such that when the ultimate price is paid " half of it goes to the transportation companies, the express companies, at existing " rates, leaving the other half for the shipper, who has out of that to pay all the " expenses of putting the goods on the market? A. Yes, in a great many cases that is " so. I would except certain conditions, as I say, where owing to climatic conditions " the crop would be short of certain commodities, and during certain portions of the " season, when the early shipments of any certain commodity are placed in the market, " but the great bulk of the commercial traffic——

" Q. In other cases the ultimate price being higher? A. Yes.

" Q. Do you say that apart from that in normal conditions when the crop is normal, and after the early season prices are over, that the conditions of things is as " you have stated? A. I think so. Further in support of that statement I might say "that we found the situation so exceedingly irksome that we have been compelled to "resort very largely to the shipment of our goods by other methods of transportation. "largely by the freight service, and we have, during the past few years very materially "at many points increased our shipments in that way. This service is fairly satisfa-c "tory to certain places under certain conditions. Q. Where the haul is short? A. "Possibly where the haul is short, or where the capacity of the consuming point is "sufficient to take fruits in large quantities at one time. The natural result of that "system a you can easily understand, will be to a very large extent to congest the "system in centres of population, to the detriment of the outlying points throughout "Canada. The smaller places that cannot take shipments of fruit in large quantity.

" Q. In other words, the distribution is less perfect? A. Yes. If we attempt to " ship by freight in small quantities, the conditions surrounding that are detrimental " to the proper carrying of the fruit.

" Q. You mean carrying in large quantities to make that a successful method of " carriage? A. Yes.

"Q. Then I think you have something to say with regard to an alteration in the " dition with regard to the return of the packages as affecting the rate? A. If my " memory serves me correctly, the present rates of tariff by express were in force at a " time when it was to some extent the practice of express companies to return empty " packages to the shipper free. Under present conditions the fruitgrower does not " expect his empty packages to be returned. We have waived that privilege that we

"enjoyed heretofore, and at the present time it is not the custom of the express com-
"panies to return, as far as I know, empty packages.

"Q. It is not within your knowledge? A. Not within my knowledge in the
"immediate vicinity at any rate.

"Q. We were told yesterday by some gentlemen from Clarkson that the packages
"are rather improved in quality and stability than during the last few years prev-
"iously, and that the tendency is to improve; what do you say about that? A. Our
"packages are costing us more than they did formally. We are paying a higher price
"for them, and I have every reason to believe that the basket and box manufacturers
"are endeavouring to make a better package, and we are certainly doing all we can to
"secure the very best possible package for the purpose, because the package is not a
"very large item compared with the value of the commodity that the package con-
"tains.

"Q. What do you say—if your observation enables you to say anything—with
"regard to comparing the strength of the present package with the package of former
"days? A. I think we are using a better package.

"Q. Do you mean better in the sense of it being more secure and stronger? A.
"More substantial. Just on that point, some years ago in covering our packages it
"was the practice to cover them with a loose cloth or line cover which covered the
"entire package. At the present time, for that covering we are using what is called
"a patent cover, which contains wood and lino, and the wood added to the lino cover
"adds to the strength of the package, and the protection of the package from damage
"very materially, and is a more expensive cover.

"Q. Then, Mr. Bunting, you have something to say with regard to the cars that
"are made use of by the express companies in the transmission of fruit express
"matter?

"HON. MR. MABEE: Before you leave that question of the package, do I
"understand that only two sizes are used? A. Different sizes are used.

"Q. What size of package are used? A. Your Lordship, we are using a variety
"of packages. We are using what we call a four pound package, two and two-fifth
"quarts; we also use a six quart package which approximately contains 8½ lbs. of
"fruit. We are also using an eleven quart package. These are the larger packages.
"Then in addition to that there are a number of special packages.

"Q. Those that you have mentioned now are the chief packages in use? A. Yes.

"Q. They are baskets? A. Yes, handle baskets.

"Mr. SHEPLEY: Q. These are the baskets with handles? A. Yes, that is the
"chief package.

"HON. MR. MABEE: Q. Then when these go into the express car the larger
"baskets do not go into any other case or box or package? A. No.

"Q. All the baskets that have handles on are handled individually? A. Individ-
"ually.

"Q. The small baskets, which you see raspberries and that sort of fruit in, are
"they transferred in larger cases A. They go in a holder case of different sizes;
"24 quart, 32 quart, 54 quart, and in some cases 60 quart.

"Q. Is that larger case or box that carries the small ones a stronger built box, or
"how is it built? A. Yes Sir, it is a stronger built package. It is intended to be
"strong. The larger the size of course the stronger the package is made; the stronger
"it is in proportion to the size.

"These are the empties you say that are not now returned? A. Possibly.

"Q. You never get your baskets back; they go right to the consumer's house,
"don't they? A. I cannot say that we get the baskets back. We received the baskets
"back where they were in containers of the kind that you speak of.

"MR. SHEPLEY: Q. These boxes in which the small packages are contained
"are something like crates, are they not? A. Yes, we call them crates.

"Q. You say these are of different sizes? A. Yes.

"Q. And these you believe used to be returned although they are not now? A. "Yes.

"Q. And when they were returned, you think that whatever baskets may have "been contained in them were also returned? A. Yes, as far as possible.

"Q. These are the empties you say that are not now returned? A. Possibly.

"Q. Then you were going to speak about the cars taht are used? A. The ques- "tion of suitable cras for the transportation of fruit has for years been a mooted ques- "tion between the transportation companies and the carrier. We have felt it that "the car that we require should have suitable facilities in the way of ventilation, and "should be a properly constructed car for the purpose. We have not succeeded in "getting a car that we considered absolutely satisfactory for that purpose as yet. "As far as the freight service is concerned, the refrigerator car, some classes of them, "are reasonably satisfactory.

"Q. That is in the freight service? A. In the freight service. With reference "to the express companies—I am speaking now personally from my experience with "the Canadian Express, because I have had little experience with the Dominion "Express Company from the fact that they have no direct connections with the ship- "ping point from which I operate personally—during the past few years their cars "have not been satisfactory.

"What sort of cars have they used? A. They have a regular express car that "has some slight system of ventilation connected with it, but in the rush of the season "these cars seem not to be in evidence, and the express company of late years have "been forced to adopt some other class of cars for the purpose of carrying the fruit "shipments that have been offered. I have here several photographs of cars that were "in use during the past two or three years by the Canadian Express Company for the "purpose of transporting perishable fruits.

"Q. Transporting perishable fruits at express rates? A. At express rates.

"Q. You are not speaking now of the freight trains? A. I am speaking of the "express rates.

"Q. Take these photographs, there is one here where the cars are quite large; do "you say that is the description of cars which were in actual use for fruit sent by "express? A. Yes, sir, I do.

"Q. All the cars that are visible in that photograph? A. All the cars that are "visible there; you see there is one express car there, and these two cars are attached "to the express train.

"Q. The express car is forward in this photograph, and there are three freight "cars behind? A. Yes.

"Q. And this photograph just shows two cars both of which are freight cars of "the ordinary type? A. Yes.

(Photographs filed as an exhibit).

"Q. Apart from the question of ventilation, what is the objection to the use of "cars of that description for the purpose of carrying fruit? A. These are the ordin- "ary box cars of the Grand Trunk, and they are very frequently not in a suitable con- "dition for the reception of fruit.

"Q. When you say they are not in a suitable condition, what have you in mind? "A. Well, the commodity that they held previously was perhaps detrimental to them "for that purpose.

"Q. You mean they were not clean? A. Not clean.

"Q. And not fitted in that respect for the carriage of fruit? A. I do not know "much about the construction of the car, but I should judge that the springs upon "these cars were not adapted for the proper carrying of the fruit.

"Q. But first as to cleanliness; do you speak from your own observation as to "that? A. I do.

"Q. And your idea is that this being the cheapest type of car it would not be so "well fitted with springs, and, therefore, it would be more likely to shake the fruit in "it? A. I should judge so, but the greatest objection to these cars is, of course, the "lack of proper ventilation.

"Q. And so far as cleanliness is concerned, I suppose they could be made clean? "A. They could.

"COMMISSIONER McLEAN: Is the only method of ventilation in that car "through the door A. Yes, they have the door open probably three or four inches.

"MR. SHEPLEY: Q. You had something in this memorandum, I think, upon "the subject of accommodation at the various points of shipment; in one of these "statements I think it is called a shelter. A. With reference to that point, the com- "panies have during the past two or three years made efforts to improve the situation "-with reference to accomodation in the nature of shelter, but at the present time "there are places in the Niagara Peninsula, and I understand there are points where "the goods are transhipped where there is not sufficient shelter to protect the goods "awaiting the arrival of trains, either for loading or for making connection.

"Q. Is that a matter of importance? A. It is.

"Q. Under certain conditions of weather, I suppose it becomes very important? "A. Yes.

"Q.In hot sun or rain? A. Hot sun or rain.

"HON. MR. MABEE: Q. When does this fruit commence to move; abuot the "1st of July is it? A. About the 15th of June, your Lordship, strawberries will "commence then.

"Q. Then the strawberry season runs from the middle of June until when? A. "The middle of July possibly.

"Q. What else moves during that month besides strawberries? A. Cherries "would commence then; strawberries and cherries are our first crops. Then follow "early tomatoes, early peaches, raspberries, plums, and following on with the various "fruits.

"Q. When do vegetables commence to move? A. Early vegetables commence "about the first week in July, that is, in any considerable quantities.

"Q. And then until about when? A. From the 15th of October until the first "the season is from the middle of June until the first of November. A. Well, the "middle of June until the middle of October.

"Q. That would be the apples, and pears, and vegetables; we may say then that "the season is from the middle of June until the middle of October.

"MR. SHEPLEY: Q. That is the four months during which the movement is "large? A. Yes, during which the movement is free.

"Q. Well then, in connection with the question of accomodation do you say any- "thing about the method by which the fruit is brought to the point of shipment and "delivered at the point of destination; Who does that? A. In a great many cases "the producer of the fruit brings the commodity to the point of shipment, delivers "to the cars at the shipping point. In the case of the large centres such as Toronto, "Ottawa, Montreal, where goods are sent by consignment. I think I am correct in "saying that the great bulk of the goods is delivered to the receiver at the station at "the destination, and is sold by him at that point. In fact, in Toronto, during the "past year, the Commission houses have levied an extra chrage on the shipper for the "delivering of his product.

"MR. McLEAN: Are there some cases in your district where fruit is collected "by the express company and brought to the car? A. They do in some cases.

"Q. Are there any special conditions? A. I think they collect within a reason- "able radius anything in the city limits of the City of St. Catharines when they are "requested to do so.

Q. If I understand you right that is not done out in the fruit growing sections? "A. Not at all.

"MR. SHEPLEY.—Q. That is only in the larger centres you say?A. Yes, I "thing, perhaps, delivery obtains in the case of individual shipments in all the "smaller towns, I presume it does, but I am not aware of it.

"Q. Then what about the care taken in handling the fruit, and what about the "damages and delay in the transportation? A. I might say that in connection with "fruit industry we have very many problems and very many disappointments in con- "nection with our business. We have a great many thinks to contend with. But "I think perhaps there is nothing that will annoy a shipper of fruit so much as the "fact that having taken a great many pains and care to prepare the shipment of "fruit in good condition to deliver to the customer, and as soon as it leaves "his hands and placed in the hands of the carrying company to find that ship- "ment treated as a football or as o much debris, and tumbled about and handled "in a very rough manner. I do not thnk I have had my patience tried more "severely in any way than in witnessing just such cases in connection with the "employees of the express company. That is a pretty strong statement, but I wish "to emphasize that point. I have called the attention of the officials of the express "company to this matter time and again. I do not think it is the intention of the "officials that that condition should obtain, but possibly that owing to the fact that "like other employees of help they have to depend upon the help they can obtain. "It may be they cannot get the class of help that takes the interest in the product "they should take, and consequently they do not handle the stuff as it should be "handled. One more point, a large portion of that injury occurs in the handling "of packages from the wagons or from the platforms into the cars hurriedly. A "portion of it occurs through piling the packages unduly high, which very fre- "quently results in a shunt of the cars tumbling the piles over in the cars, which is "naturally very detrimental. Those are two of the instances where the rough handling and the damage occur.

"MR. COMMISSIONER McLEAN.—Do the shippers assist in putting fruit "in the car? A9. Very frequently we do, in order to obviate that difficulty.

"MR. SHEPLEY.—Q. I was about to ask you whether what you have been "speaking of is of trivial importance, or whether it is a substantial grievance? A. "It is a substantial grievance, I should judge from the fact that there is not a "shipper that does not complain of this very thing. I have in my hands a number "of statements of sales of fruits in various localities showing shortages and damage "that arise after leaving the hands of the shipper.

"Q. Are these instances in your own business? A. These are in my own busi- "ness, and I have some others that are not in my own business.

"Q. Over what length of time does that very considerable bundle extend?—A. "The ones I have in my hand extend over three years.

"Q. You spoke of shortages, what have you to say about that in addition to the "damage caused by careless handling? A. It is quite a frequent occurrence that the "shipments will be reported short. It is also of frequent occurrence that the ship- "ments will be reported pilfered or interfered with in transport, packages not "arriving with full contents, or baskets arriving entirely empty in some cases.

"Q. That is what you mean by shortages? A. Well, occasionally a shipment is "misdirected and does not reach the consignee at all.

"Q. Then how do you get on when you make claims in respect of goods that "have been damaged or delayed, or which have turned out to be short? A. Well, "we find it extremely difficult and almost impossible to get a claim recognized. I "believe it has been done and can be done by persistence, but in my own experi- "ence it has been a difficult matter to get a claim recognized. I have some claims at

"the present time that have been pending, possibly for two years, and that are not "settled yet.

"Q. What is the nature of that claim? A. A claim for shortage on delivery.

"Q. And that, you say, has been pending for two years. A. Yes, and there is "a claim for overcharging in one case.

"Q. Now Mr. Bunting, is there anything else you wish to touch upon. I think "you have agreed that certain members of a deputation would present their views. "Have you presented all that you desire to present in your own case? A. I think, "perhaps, I have said all that I think of at the present time. (Evidence, Vol. 76, "pp. 890-904).

Mr. E. D. Smith, of Winona, put the case as follows:—

"MR. BUELL: Will you give us your views in the matter, Mr. Smith? A. "What I submit is that we should have a revision of rates by express. We have cer- "tain reasons for that many of which have been enumerated by Mr. Bunting, but I "would wish to submit further than that, that there is only one power and there is a "power that has the right, and I consider it the duty to ascertain whether we are being "charged too much. The Express Companies say that they are not receiving more "than will make them a fair remuneration to the shareholders. We do not know "whether that is the case or not, and on behalf of the fruit-growers, I would ask that "the Board of Railway Commissioners make a thorough investigation and ascertain "whether or not, on the whole, we are being charged a greater rate than we are "entitled to pay.

"MR. LAFLEUR: That is being done here.

"HON. MR. MABEE: That is part of this enquiry.

"A. Of course, we are not able to say absolutely and positively whether these "rates are too high or not, except from certain incidents in connection with the busi- "ness. For instance we submit that the growth of the business during the last ten "years has been, perhaps, tenfold, and that the rates have not been decreased to any "material extent during that time. It is a general principle of business that when "the volume increases the cost of the service is decreased. Therefore, we contend "that this greatly increased volume of business, which I submit is tenfold, that we "should have a considerable reduction in rates; I would point out that not only "have the rates not been reduced materially in that time, but in many cases they "have been increased.

"MR. BUELL: Will you point out specific instances? Yes, I will give two "specific instances of that. Previous to about twelve years ago, speaking from memo- "ry, we had a carload rate for distribution in the Maritime Provinces. That was "previous to the entering of that filed by the Dominion Express, when the Canadian "Express operated in that territory alone, we had an express rate, carload rate, for "distribution of 87 1-2 cents per 100 lbs., over the whole of the Maritime Provinces. "I am sorry to say that when the Dominion Express entered the field, and we got "competition, the rate went up to $1.25 per 100, and it has remained that way ever "since, notwithstanding that the volume of our business has increased in that territ- "ory at least fourfold and perhaps a good deal more than that.

"Another instance is this, and this is in regard also to distance shipments. It "is to the northwest territories. About 7 or 8 years ago, we commenced to ship in "considerable quantities to the northwest territories in carloads for distribution. "The rate was at that time $2.00 per 100, a carload rate of $2.00 per 100 lbs. for dis- "tribution in Manitoba. At that time the trains were hauled around by Smith's "Falls. A little later the Dominion Express put on an improved car, a ventilated "car, I think the best car in the world; I will say that with regard to the cars of the "Dominion Express, which they use for long distance shipments, they are perfect. "For the service on these cars we were charged an extra 15 cents per 100, which we "did not object to, although we thought the increased volume of business ought to

"warrant giving us this service free. Later we complained that it was absurd to "haul these goods around by Smith's Falls 400 miles further than necessary, and that "they should be taken by North Bay. The Dominion Express Company changed "the route, and after that they hauled by North Bay. I think that was the time the "rate was raised. Since then we have paid instead of $2.15—$2.25 to main line "points and $2.40 to points in Manitoba off the main line for these car lots for dis- "tribution. That was a raise of 10 cents on the main line and twenty-five cents on "the branch lines. That went on till the present time. I might say in regard to "that that the excuse urged was that the Grand Trunk charged them 50 cents a 100, "an abnormal rate for hauling their cars from Toronto to North Bay, and that, there- "fore, they were not able to handle the goods as cheaply by the short route as they "previously had by the long route. Last year the short service on the C.P.R. was "inaugurated straight through from Toronto to the North-west; there was no haul- "ing on the Grand Trunk, but the rate was not reduced; therefore, we are now pay- "ing ten and twenty-five cents per 100 pounds more for four hundred miles shorter "distance than we did twelve years ago. That is a specific case.

"Q. Any more specific cases?

"A. I haven't them in mind. These are two points to which I ship the larger "part of what I ship, and that I am largely interested in.

"Q. Another item which you were to speak about was the suggestion of the fruit- "growers as to amending the receipt or contract form? A. I would like to speak a "word further on this subject; I submit, your honours, that with the increased "volume of the business, there is between this fruit growing section and the distant "parts of the Dominion, and the great necessity there is in that Northwest of ours "to get fruit from Canada as cheaply as possible, that we ought to have the cheapest "possible service that the express companies can afford with a profit. We meet in "that field the products of California and Oregon and Washington, that are brought "in by freight Their fruit is of such a character that it can be brought in by "freight. Their peaches and plums I refer to particularly. Whilst ours have to go "by express. In such fruits as we can ship by freight, such as grapes, pears, and "apples, we have the market entirely to ourselves. We control that market abso- "lutely, and Canada supplies the Northwest with those fruits because we can lay "them down at a moderate rate by freight. But with peaches and plums, which we "grow in equal abundance, we are unable to lay them down there by freight: we "require an express service. California can lay them down by freight because the "fruit grown in California is of a different character, it is of a drier texture, the "climate being a rainless climate. We ask that the express companies give us such "a low service, if possible, that we can compete with the California product in "peaches and plums in that market and that will afford a market for thousands of "acres of land in the east. We can grow the stuff in unlimited quantities, and "there is a market for it in Canada, but the difficulty is we cannot meet the freight "rates of California one season with another. In one season when we have an "abnormally heavy crop and the price is low, then with the express rates we have we "can get a portion of the market. Perhaps the next year the crop is not so good and "the prices are not so abnormally low, we lose the market we had the year before. "It is spasmodic. So that we would like to have the rates so that we can hold the "market year after year as we do with those fruits we ship by freight.

"Q. Then will you take up the receipt form? A. One of the greatest difficulties "outside the rates, one of the greatest obstacles and which I consider is not right, is "that the express companies maintain that they are not responsible for loss on "goods that arises from detention of trains. In the contract which we are obliged "to sign, and which relieves the express companies entirely, there is a clause reading "this way,—'railroad and steamboat lines of the country'. 'It being understood' "that this company relies upon the various railroad and steamboat lines of the coun-

"try for its means of forwarding property delivered to to be forwarded, it is agreed "that it shall not be liable for any damage to said property caused by the detention "of any train of cars, or of any steamboat upon which said property shall be placed "for transportation; nor by the neglect or refusal of any railroad company or steam- "boat to receive and forward the said property'. We submit that that is not fair; "that the express companies can fall back upon the railway companies' neglect— "possibly neglect—at any rate inability to transport the goods on schedule time. We "have very heavy losses that way and are unable to collect any claims in regard to "that. I may say in regard to claims against the Dominion Express Company, that "where they admit liability, that is to say where the clauses in this contract which I "have read do not protect them, I have found them willing to pay claims, although "I cannot say the same with regard to the Canadian Express Company, I am sorry "to say we have found it impossible usually to get claims paid.

"But this is a clause the railway compagnies rely upon chiefly in regard to our "largest losses. Take Sherbrooke and the Eastern Townships; there the connections "at Montreal is pretty close, and we have lost that trade entirely. The Sherbrooke "trade is practically abandoned. The train misses the connection once in three or "four times, and the loss is so heavy that the merchants will cease to order, unless we "assume the loss, and we cannot afford to lose it, so the trade is stopped. We think "when we pay an express rate for an express service, that we ought to have it, and "that failing that that we ought to be paid damages. At Montreal the time is pretty "close. I have understood it is only half an hour, and when the train is late there "is no other train going on to move the goods out until evening, and sometimes that "is Saturday evening, and consequently the goods lay at Montreal until Monday, and "it means a loss of twenty-four hours.

"Q. And you are absolutely unable to recover any damages for that? A. Yes, "and they point out this clause in the receipt, and we submit that that should be "amended to read something like this: 'It is agreed that they shall be liable' instead "of 'they shall not be liable.'

"Q. I think there is something further in that suggested amendment, Mr. "Smith, as to remitting charges? A. Yes, we submit also where the detention and "delay is caused by reason beyond control of the railway company, that the express "companies shall remit the express charges on those goods. They have failed to "carry the goods; they have failed to do an express service, and they have taken the "goods and charged an express rate service having failed to perform that express "service, no matter from what cause, we contend we should not pay the express char- "ges on it, even though it is beyond the control of the railway company or the express "company. I have a clause I would suggest in the place of that, but that is a point—

Q. Would you like to put that in and file it? A. Yes. Then there is another "clause in the Dominion Express Company's contract which we would like to make "an amendment to, making the Canadian Pacific Railway Company the owners of the "goods, liable for the full performance of the contract. In the Canadian Express "Company the Grand Trunk is made liable for the full performance of the express "contract.

"MR. CHRYSLER: I do not see that it makes any difference to anybody if "the express company is able to pay its claim.

"WITNESS: But they fall back on the argument that the railway com- "panies have been the cause of the damages, and that as they have been the cause of "the damage, we must look to them.

"Mr. CHRYSLER: Is that not right? A. We make our contract with the ex- "press company. We deal with them and we think they should be responsible. Then "there is a clause in the Dominion Express Company's contract like this: 'The "Dominion Express Company assumes no liability for losses or delays beyond their "lines.' And they provide that delivery shall be made to their company only within

"the delivery limit, and prepayment shall only cover places within the delivery limit. "We think that clause should be struck out. There is a clause in the Canadian "Express Company's contract which reads like this: 'Nor shall this company be "liable for damages caused by the refusal or neglect,' and so on——That is the same "as I referred to before—and we would like to see that struck out of the Canadian "Express Company's contract.

"Mr. BUELL: Q. These are two suggested amendments, one to the Dominion "Express Company's contract and the other to the Canadian Express Company's "contract? A. Yes.

"Q. That is all you have to say about the form of contract, is it? A. Yes.

"Q. That covers the lines that you have discussed? A. Yes, I think that is all." (Evidence, Vol. 76, pp. 917-927).

Many other witnesses were heard on the various phases of this fruit traffic; but apart from the question of rates, the foregoing develop generally the grounds of complaint.

The officers of the Companies gave evidence in answer to many, if not all, of the complaints advanced.

Now, everyone must know that the safe and quick transport of fruits is surronded with difficulties; and, in the course of every season, there will necessarily be many little matters arising that cannot help but friction; and, while upon the whole it is apparent that the express companies are yearly improving their service, yet one cannot help concluding that there are many things connected with this traffic that yet remain to be remedied, in the interest of all concerned.

Dealing with the last of the above complaints regarding proper cars and shelters it may as well at once be made plain that, as the Railway Act now stands, the Board has no jurisdiction to compel express companies to use any particular class or kind of car or to provide shelters at points of shipment or destination.

The group of clauses applicable to express companies is 348 to 354 inclusive, and these deal only with tariffs, tolls and contracts. It is true that the Board is empowered to prescribe the *'terms and conditions'* under which goods may be *'carried'* or *'transported'* by express, but we do not think the use of the word *'conditions'* would give the Board authority, for instance, to say that a certain kind of fruit should be carried only in refrigerator cars. It must be remembered that as the Railway Act was originally drawn it was not intended to apply to Express Companies, and that there are many clauses in it that have not been made to apply; but, although the Board cannot compel the Express Companies, as such, to furnish these facilities, we think it can compel the Railway Companies to make and provide all reasonable and proper facilities for receiving and transporting express traffic. For instance, if it appeared that a Railway Company was, through the medium of an express company, operating over its lines receiving fruit for shipment at any given point at which no shelter of any kind existed for the protection of the fruit from sun or rain, the Board could require the Railway Company to furnish a shelter; in like manner, it could require the Railway Companies to furnish any particular class or kind of car for the carriage of any particular class or kind of traffic, and if they had no such cars they could be required to furnish them. This view is based upon clause, section 284 of the Railway Act, which requires Railway Companies to furnish, according to their powers, adequate and suitable accommodation for receiving, loading, carrying, unloading and delivering *all* traffic offered to it for carriage. This covers the class of traffic that properly calls for an express service, as well as passenger and freight traffic. In the case of *'The Memphis and Little Rock Railway Company vs. the Southern Express Company.'* 117 U.S., S.C.R. 791, the head note is as follows:—

"Although railway companies are not common carriers of express traffic, it seems "that it is *their duty to furnish the general public with reasonable express facilities.*"

In the judgement of the then Chief Justice of the United States, who delivered the majority judgment, the following expression of opinion is found:—

"So long as the public are served to their reasonable satisfaction, it is a "matter of no importance who serves them. The Railroad Company performs "its whole duty to the public at large and to each individual, when it affords "the public all reasonable express accommodations. If this is done, the Rail- "road Company owes no duty to the public as to the particular agencies it shall "select." (The Memphis & Little Rock R. R. Co. vs. Southern Express Co. 117 U.S. S.C.R., 801).

No applications have ever been made to the Board to require Railway Companies in Canada to furnish either an express service or any facilities connected with such a service. All applications have been made against the Express Companies. It is apparent that as the Act now stands, orders for improved facilities for hauling the express traffic can be made only against the Railway Company. By improved facilities is meant car service, shelters and the like, and if express companies do not provide for these matters with the Railway Companies over whose lines they operate and remove all proper cause of complaint, then it will be the duty of the Board to deal directly with the railway companies as to these matters, and complaints from the public must be made against them.

A good deal of evidence as given that in some instances fruit was roughly handled by express employees, and in some cases the baskets had been tampered with and fruit removed. The companies answered that the baskets were badly constructed and broke in handling, and that they were subjetced to no rough treatment. How all this may really be it is impossible to say, but the impression left was that the fruit shippers had some grounds of complaint upon these heads, but the difficulty is how can we deal with these matters. It is asked that "pilfering "and rough handling should be abated." What good would it do for the Board to make an Order that no express employee should pilfer or that he should not handle consignments roughly? If such an employee wished to pilfer, an Order of the Board would probably only whet his appetite. Nor could an Order make a rough and careless man, a careful one. If consignments are stolen, in whole or in part, by express employees, or damaged by this careless or negligent handling, the law gives the shipper his redress against the Companies in his action for damages, and nothing this Board could do in this matter could place him in any better position. It would seem that the real reason of this complaint being put forward is to be found in the request that some system regarding prompt settlement of claims within a reasonable time should be established. As a rule, the claims that the shippers have for injury or loss arising from their shipments being delayed in transit, or from rough handling, or from fruits having been taken from the basket, are small in amount, usually but a few dollars. They report the fact and make claim for compensation. This is followed too frequently by a long and irritating correspondence causing more trouble than usually the claim is worth. It is this that it is desired to avoid where the claim is bona fide. There is no doubt, whatever, that there is far too great delay in arranging damage claims, not only by express companies but also by railway companies; and it is difficult to understand why these Companies do not eliminate this element of friction between themselves and their patrons. But what can this Board do? Nothing will be gained by making useless orders. If an Order were made that a claim should either be adjusted or repudiated within, say, thirty days, from the time it was brought to the attention of the Company, the shipper would be no better off if the claim was not paid within the period; he would still have to sue and establish his right to recover, and the fact of the Company having neither paid nor repudiated within thirty days would not assist him, if he could not otherwise establish his claim. It is not every grievance the Board can deal with; and there is no attempting the impossible. We shall not be misunderstood as suggesting that the fault all lies with the Companies. We do not think it does. There are dishonest shippers, as well as untrustworthy Express and Railway employees. The Companies have many absurd and

dishonest claims made upon them, and are entitled to all reasonable latitude in dealing with them. The fact remains, however, that in many instances there is unreasonable delay in investigating and arranging reasonable claims. It is, however, sufficient to say that the Board has no alternative but to leave the shippers to their ordinary remedies in the Courts, failing arrangements of these claims with the Companies interested. It will probably be found that the new form of shipping contract that the Board has prepared will remedy many of the matters that have given rise to troubles of this character in the past. In any event, the shipper who is compelled to resort to the Courts will not be hampered by many of the undeasonable conditions that hedged him under the old contract.

Fruit, Carload Lots.

The excessive chrage referred on fruit moving from Clarkson to Toronto arises from the fact of the Companies having no carload rating on fruit between these points. The "general special" of thirty cents per 100 lbs. is applied. There are carload rates from Ontario to the Northwest and to the Maritime Provinces; and the Board is of opinion that the Companies should provide carload rates between all points where fruit and vegetables move, or are likely to move. The question then arises what these rates should be. There should be a substantial reduction below the "general special" schedule as applied to carload lots. The matter was not discussed before the Board. and perhaps the better plan at present is to ask the Companies to submit tariffs, covering this traffic, for the Board's approval, giving them a reasonable time for fully considering the various questions that arise from this requirement

The Ontario fruit-growers complained about the carload rate from Ontario points to Winnipeg, among other things alleging that they were discriminated against in favour of the fruit-growers from British Columbia and Pacific State points.

At the time of the hearing, the carload rate from Spokane and Newport, Washington, from Bonners Ferry and other Idaho points by joint tariff was $2.00 per hundred pounds. The tariff of the Dominion Express Company provided a $2.00 rate from Vancouver and other British Columbia main line points to Winnipeg. The Western Express Company gave the same rate form certain Idaho and Washington points to Winnipeg.

The following from the evidence of Mr. E. D. Smith, is in point:—

"About seven or eight years ago we commenced to ship in considerable "quantities to the North-west Territories in carloads for distribution. The "rate was at that time $2.000 per hundred, a carload rate of $2.00 per hundred "pounds for distribution in Manitoba. At that time the trains were hauled "around by Smith's Falls. A little later the Dominion Express Company put "on an improved car, a ventilated car, I think the best car in the world; I will "say that with regard to the cars of the Dominion Express Company which "they use for long distance shipments, they are perfect. For the service on "these cars we were charged an extra 15 cents per hundred, which we did not "object to, although we thought the increased volume of business ought to warrant giving us this service free. Later we complained that it was absurd to "haul these goods around by Smith's Falls, 400 miles further than was neces-"sary, and that they should be taken by North Bay. The Dominion Express "changed the route and after that they hauled them by North Bay. I think "that was the time the rate was raised. Since then we have paid, instead of "2.15—$2.25 to main line points and $2.40 to points in Manitoba off the main "line, for these car lots for distribution. That was a raise of 10 cents on the "main line and 25 cents on the branch lines. That went on till the present time. "I might say in regard to that that the excuse urged was that the Grand Trunk "charged them 50 cents a hundred, an abnormal rate for hauling these cars

"from Toronto to North Bay and that, therefore, they were not able to handle "the goods as cheaply by the short route as they previously had by the long "route. Last year the short service on the C.P.R. was inaugurated straight "through from Toronto to the North-west: there was no hauling on the Grand "Trunk, but the rate was not reduced. Therefore, we are now paying 10 and "25 cents per hundred pounds more for 400 miles shorter distance than we did "12 years ago. That is a specific case." (Evidence, Vol. 76, pp. 919-920.)

The Dominion Express Company's tariff provides for a $2.25 per 100 lb. rate from Toronto, Hamilton, Grimsby, Winona, Beamsville, and Stony Creek, the rate from St. Catharines being $2.25, this being made up of the $2.25 rate, plus the 30 cent local from St. Catharines of the Canadian Express Company to probably Hamilton or Beamsville. This rate, however, is 10 cents higher than it should be, as the American Express Company has a rate from Welland to Hamilton, when destined to points beyond, of 20 cents, which added to the $2.25 would give a $2.45 rate, the Dominion Express Company operating over the Electric line from St. Catharines to Welland.

So far as the distance is concerned, the British Columbia points are two or three hundred miles farther from Winnipeg than is Toronto or Hamilton, to say nothing of the haul over the Mountains, and yet the rate is lower. The Canadian Express Company files no tariffs on fruit from Niagara points to Winnipeg.

The Dominion Express Company still provides a carload rate of $2.00 from British Columbia main line points, to Winnipeg; and this Company was also a party to the same rate from certain shipping points in the States of Washington and Idaho; but, so far as the Dominion Express Company is concerned, the discrimination in favour of the American shipper has been removed since the hearing, by the voluntary withdrawal of the joint international rate. It is still in existence from points served by the Northern Express Company, operating on the Northern Pacific Railway, in connection with the Canadian Northern Express Comany, through Pembina, North Dakota, but the latter Company is not in a position to handle traffic from Ontario points to Winnipeg.

While the Ontario fruit-growers complained of a discrimination in favour of the British Columbia fruit-growers, the fruit dealers in Winnipeg complained of the carload minimum of 20,000 lbs. on berries from British Columbia points.. From some of the shipping points south of the international boundary the minimum was 15,000 lbs., from others 20,000 lbs.; and the latter was the minimum from Hood River, Oregon, specially referred to by Mr. Decamp as one of his shipping centres. The lower minimum has since been taken out by the various companies, except the foreign Northern Express Company, operating from Northern Pacific Railway points in connection with the Canadian Northern Express Company through the Pembina gateway, but neither of these operates in British Columbia.

It was admitted that ten tons of strawberries could unquestionably be loaded to the car, but it was contended that while the harder or drier nature of the southern berry rendered this minimum commercially feasible, the softer British Columbia berry, owing to insufficient ventilation, could not be delivered in distant markets in good condition if stowed up to ten tons. This appears, however, to be purely a trade condition, and the two companies operating in British Columbia having removed the discrimination, it would seem to be unfair to require them to equalize conditions for which they are not responsible, and to handle what is practically a carload of berries, in a car which cannot be filled to its capacity with other goods, for a less amount than is lawfully, and without complaint, charged on other fruit. To reduce the minimum carload weight of berries, while advancing the rate so as to yield the same minimum revenue per carload as on other fruit, would not be of any practical benefit to the complainants.

We, therefore, conclude upon the foregoing points that the Dominion Express Company must reduce its carload rate on fruit from Ontario shipping points to Winnipeg to $2.00 per 100 lbs.; and if it can give, as it does, a blanket rate from all mainland shipping points of British Columbia, it should do the same for Ontario growers.

The complaint of the Norfolk fruit-growers of discrimination in favour of St. Catharines would seem to have been remedied by the Candaian Express Traffic C. R. C. No. 1289, effective August 20th, 1910. If, however, any further ground of complaint exists against this tariff it will be considered, if desired.

MARITIME PROVINCE RATES.

The charge of $1.25 C. L. from Winona to Maritime Provinces was complained of, and the statement was made by Mr. T. H. P. Carpetner, under date of April 19th, 1910, as follows:—

"I hereby certify that prior to the year 1897, the rate on all shipments "made by C. R. Carpenter & Son, via Canadian Express, from Winona, Ont., "to the Maritime Provinces, in carload lots, was 85 cents per hundred pounds. "or $170 per car. This rate applied on carloads of ten tons minimum, to any "number of consignees and points in the Eastern Provinces, on the Intercolonial "Railroad.

"When the Dominion Express Company acquired running powers over the "H. G. & B., in 1897, the rate was raised to $1.25 per hundred lbs., or $250 per "car. Further, the excuse given by the Express Companies for the increase "in the tariff from 65 cents to $1.25 was that the Companies were under the "same expense and were dividing the business and had to raise the rate in "order to succeed."

Mr. Smith thought the rate was 87½.

The Canadian Express Company is and has been unable to find any record of any such rate as that claimed to have been in existence. Of course, no tariff filed with the Board shows any such rate, as tariffs were not filed here until 1907. So far as mileage is concerned, it is 874 miles from Winona to St. John and 1,267 miles from Winona to Winnipeg. Both of these are Dominion Express Company's mileage. By Canadian Express Company's mileage it is 1,125 miles from Winona to St. John. We have just reduced the C. L. to Winnipeg from Hamilton points to $2.00 per 100 lbs., and it would hardly be consistent to reduce to 85 cents the rate to Maritme Province points in the face of the foregoing distnces. We have no doubt that Messrs. Carpenter and Smith are right in their recollection of the facts, and we think that such a rate was in effect, but we are of the opinion that it could hardly have provided for an efficient express service.

Mr. Hardwell reports upon this matter as follows.—

"(*a*) Maritime Provinces. Mr. E. D. Smith, of Winona, said the Canadian "Express some twelve years ago had a rate of 87½ cents from the Niagara Dis- "trict to all I.C.R. points, but when the Dominion Express entered the field the "rate was raised to $1.25. We cannot verify this from our files which started "in March, 1907. Our express clerk, Mr. Allan, says he believes that at that "time the Canadian Express handled this traffic on fast freight trains. The "published and filed rates are, L. C. L., $1.75 to $2.25 per 100 lbs., the highest "rate being, of course, for the Sydney line. On carloads from one shipper to "various consignees at different places, there is a blanket rate of $1.25, mini- "mum 20,000 lbs., from the Niagara District to all offices in the Maritime Pro- "vinces. Take, as an illustration, Winona to St. John, the *freight* rates on "fruit in baskets are:—

Lots under under 10,000 lbs. . . . . ·68 cents.
10,000 lbs and over, L.C.L.. . . . . ·60 "
C. L., minimum 20,000 lbs.. . . . . ·43 "

"It should be mentioned that these are commodity rates ordered by the "Board (case 44), the rates under the Classification being, 68, 68, and 51, "respectively; also that a carload, freight service, means the minimum C. L. "weight (in this case 20,000 lbs.) from one shipper to one consignee on one "day, whereas the express rate covers shipments to various consignees at various "points. Taking the 3rd class on carload rate of 51 cents,—which, by the way, "is not a 'standard'—2½ times would give a rate of $1.27."

We are of opinion that, under the circumstances, we should not require the granting of this rate.

VALUATION CHARGES.

The rule of the old Classification upon this subject was as follows:—

"10. (*a*) Valuation charges on merchandise.

"When the value of nay merchandise shipment (C.O.D. or otherwise) exceeds $50.00, the following additional charge must be made on value; (charge "for value whether insured or not.

"(*b*) When merchandise rate is $1.00 or less per 100 lbs., 5 cents for each "$100 value, or fraction thereof.

"(*c*) When merchandise rate exceeds $1.00 and not more than $3.00 per "100 lbs., 10 cents for each $100 value, or fraction thereof.

"(*d*) When merchandise rate exceeds $3.00 and not more than $8.00 per "100 lbs., 15 cents for each $100 value, or fraction thereof.

"(*e*) When merchandise rate exceeds $8.00 per 100 lbs., 20 cents for each "$100 value, or fraction thereof.

"(*f*) The charges for value, as shown above, must in all cases be based "on the regular merchandise rates, and not on the special rates which they have "been authorized for particular shipments.

"(*g*) These charges must not be applied to shipments of Money (except "minor or base coin), Bonds, Live Animals, Live Birds or Live Stock, been "intended to apply only to packages or shipments of merchandise, jewelry, "valuable papers, postage stamps, and Internal Revenue stamps.

"(*h*) When the weights of separate packages, from one consignor to one con-"signee, are aggregated under Rule 7, the value of each of such separate pack-"ages must also be aggregated, and if the gross valuation exceeds $50.00 an "additional charge for valuation must be made.

"(*i*) Valuation charges on Live Animals, Live Birds, or Live Stock.

'The Classification Rates on Live Animals, Live Birds or Live Stock apply 'only when the declared value does not exceed the following:—

"Horses, Jacks or Mules. . . . . $75.00 each.
'Bulls, Burros, Calves, Colts, Cows, Deer, Dogs, Elks, Goats, Hogs, Ponies, Sheep, Steers, or Animals not otherwise specified. . . . . 50.00 each.
'Birds, Cats, Ferrets, Guinea Pigs, Hares, Mice, Opossums, Prairie Dogs, Rabbits, Squirrels, Fancy Pigeons, or Fancy Fowls, or other Live Fowls (except for market), or Reptiles. . . . . 5.00 each.

"When the value declared by the shipper exceeds that given above, an "additional charge must be made on the excess value according to the follow-"ing:—

"When the Merchandise Rate is not over $1.00 per 100 lbs., the additional "chrage will be 5 per cent of the excess valuation.

"When the Merchandise Rate is over $1.00 and not over $2.00 per 100 lbs., "the additional charge will be 7 per cent of the excess valuation.

"When the Merchandise Rate is over $2.00 and not over $3.00 per 100 lbs., "the additional charge will be 10 per cent of the excess valuation.

"When the Merchandise Rate is over $3.00 and not over $5.00 per 100 "lbs., the additional charge will be 12 per cent of the excess valuation.

"When the Merchandise Rate is over $5.00 per 100 lbs., the additional "charge will be 15 per cent of the excess valuation.

"(*j*) The charges for valuation hereinbefore given must be made on the "through rate, whether carried by one or more Companies, and in the latter "case are to be divided between the Companies carrying on the same basis as "the through charge for transportation is divided."

"Valuation Charges" is said to mean an extra charge made by the Company, where excess value is declared. Many objections were raised to this practice and these were based upon various grounds. That of the Toronto Board of Trade raises one of the objections plainly and fairly:—

"Rule (10)—

"A Limitation of value to $50 per shipment as fixing the liability of Com- "panies where actual value is not declared, is made without regard to the weight of "shipment or the amount of frieght paid, and is manifestly unfair.

"EXAMPLE No 1.

"FOR	10 lbs.	to Montreal	value $ 50	the charge is	45 cts.
" "	100	"	$ 50	"	$1.00
" "	400	"	$200	"	$4.00
				"Plus Val. Chge.	

"EXAMPLE No. 2.

"For	10 lbs.	to Winnipeg	value $ 50	the charge is	$ 1.10
" "	100	"	$ 50	"	$ 5.00
" "	400	"	$200	"	$20.00
				"Plus Val. Chge.	

"EXAMPLE No. 3.

"For	10 lbs.	to Vancouver	value $ 50	the charge is	$ 1.50
" "	100	"	$ 50	"	$13.00
" "	400	"	$200	"	$52.00
				"Plus Val. Chge.	

"It will be noticed that in the 400 lb. shipment no credit is allowed shipper for "value, but he is charged upon the gross amount. Why should he not be entitled "to four times the value of a 100 lb. shipment without penalty ?"

If a shipper forwards to Vancouver from Toronto 4 separate packages, each weighing 100 lbs. and each being worth $50.00, the Company carries $200.00 worth of goods weighing 400 lbs. for a toll of $52.00 ; but if he packs this $200.00 worth of goods weighing 100 lbs. in one package, he is compelled to value the shipment at $50.00 and run the risk himself of loss of the other $150.00, or pay to the Company valuation or insurance charges upon the extra value of $150.00. This certainly seems anomalous, but clause 3 of the Merchandise Receipt permits the limitation of $50.00 for single shipments, unless excess value is declared and paid for. This clause was given the most careful consideration and was settled in its present form to the satisfaction of all concerned, including the Counsel representing the public, and were we now to accede to the argument that these four parcels could be consolidated or

packed in one, and the shipper given "four times the value of" a 100 lb. shipment without penalty," we would be striking at the root of the principle that lies in clause 3 of the Receipt, and making it inapplicable to shipments of the character now being dealt with. We do not know of the volume of traffic that might be affected by the change asked for, or whether the case is one of frequent or infrequent occurrence. Of course, it is open to the shipper, if he desires to avoid the excess valuation and still preserve his rights against the Company for the full $200.000 value, to break his shipment into four packages, and we think, in the meantime, we had better leave him to take that course should he so desire, rather than, by acceding to the request, virtually strike out clause 3 of the Receipt. It is manifestly impossible to frame any form of contract or lay down any code of rules for carriage that will always apply with unvarying fairness to all the never-ending varieties of shipments by express; and all that can be hoped is to produce a situation that will generally apply fairly to the movement of this traffic. If, however, in the future, it can be shown that injustice is done by this disposition of the matter, it will be open to anyone affected to have it reconsidered.

This matter presents another strange feature. It was said by the Express Companies that these "Valuation Charges" were made to enable the Companies to insure themselves against loss to the extent of the excess value so declared by the shipper, and this gave rise to complaints by the shippers that the "Valuation Charges" were much higher than were necessary to pay premiums for insurance againset loss upon account of this extra liability. This led to an inquiry as to how the accounts of the Express Companies stood under this head, that is, whether more moneys were collected for "Valuation Charges" than went to pay insurance. It appeared, however, that the Companies had kept no account of these matters, and could furnish no information and would venture no opinion about them.

It was said, however, that the Companies did not insist upon the "Valuation Charge." In other words, that the shipper might omit to make any declaration as to excess value, letting his shipment go at say a $50.00 valuation, and effecting his insurance against loss with some Insurance Company.

It was put this way by the General Manager of the Dominion Express Company:—

"I would like to say in the first place that it is optional with him to have us "insure, to assume his own risk, or to place it with an outside insurance company. "There is no obligation on his part to pay us for insurance.
"Q. Suppose he ships a package worth $1,000, would you explain how he has that "option? A. He can place his value at $50, and that is already provided for in the rate "per hundred lbs., and we will provide the fifty dollars insurance at that rate, and he "can place $950 of his insurance elsewhere if he can do it to better advantage than "he can with us, or he can assume it himself.
"Q. He can either insure himself, or pay a premium for insurance. Now, is that "done? A. It is done with some shippers. Some shippers have blanket policies of "insurance. They either declair the value to us at fifty dollars, or they do not declare "the value at all, but in either case there is an insurance for fifty dollars provided "by the express company, and the balance of the risk can be placed with an insurance "company under a blanket policy. Some of ehe shippers can do that, and do that as "I said." (Evidence, Vol. 75, p. 397).

So far as we have been able to understand the facts these "Valuation Charges" are not "insurance" purposes at all. We do not understand that Express Companies place any extra or additional insurance upon a shipment upon which excess value is declared. Their insurance against fire is not increased; and so the "valuation charge" is really an extra toll for transportation demanded by the carrier upon account of the increased responsiblity it assumes. There is nothing unfair in the carrier asking to be paid more for carrying a 10 lb. package one hundred miles, which is worth $1,000.00,

than would be asked for the same package worth but $20.00. Its liability is greater; in the event of loss, it would stand to lose $1,000.00 instead of $20.00. No records having been kept by the Companies of their receipts upon account of "Valuation Charges," and there being no way of ascertaining the losses arising from the traffic that carried these charges, there is no way of ascertaining whether the scale of such charges in Rule 14 of the Classification submitted is reasonable or not. It is probable that a very small fraction of express etraffic falls under this head, and in the meantime the scale may stand, the rule being amended in the new Classification we are approving, upon the understanding, however, that it may be the subject of revision at any time.

Another feature of this matter presents itself. It is said the shipper may effect insurance against loss with some insurance company, valuing his shipment to the Express Company at $50.00. Now suppose the shipper brings to an officer of the Company a package of the value of $1,000.00, saying that he has effected $950.00 insurance with some insurance Company, and wishing the package to go to its destination upon the basis of the Express Company being liable for $50.00 only. To do this the Company requires the shipper to declare the value of the shipment to be but $50.00. This is not fair to the shipper and might complicate a claim made by him against the Insurance Company upon his $950.00 policy in the event of loss. We were told that in this instance if the shipper valued at $1,000.00, the Campany would assess these "Valuation Charges" against him, notwithstanding his outside insurance This is wrong and the Company must permit the true valuation to be made, limiting, of course, if that be the desire of the shipper, its liability to $50.00, and in such a case it might be inserted in the receipt that the shipper held insurance elswhere for the excess value.

The foregoing will dispose of the specific complaint of Robinson & Company, of Winnipeg, regarding valuation charges upon fur shipments.

CLASSIFICATION.

It was suggested that perhaps the system of classification that is in use for Railway freight shipments might be extended or modified to suit express traffic, but after full consideration, we are of the opinion this is not feasible. No such classification could be applied to express traffic passing to and fro between the United States and Canada, and this is a large and ever increasing volume of business. Again, express matter, in cities, is collected in large quantities, just as trains are departing, when there is no time to handle it under a classification similar to that for freight. It seems these two objections alone make the suggestion impossible, even if there were not many other difficulties in the way.

Express Classification C.R.C. No. 1, filed by the Company, and effective January 1st, 1909, and which was subsequently disallowed, is now before the Board for approval, and has been most fully and carefully considered.

RULE 6.—GRADUATED CHARGES.

Complaints came from everywhere about the unreasonableness of the scale of Graduated Charges on express freight traffic, and it certainly has some unfair features. This scale applies to express matter weighing less than 100 lbs., when the rate is under $2.00 per 100 lbs., and to matter weighing less than 50 lbs. when the rate is $2.00 or more per 100 lbs., and as the weight of the average express package is under 50 lbs., this scale applies to an immense volume of traffic. One of the principal vices of the scale is that therer are too few volumes in it, and the benefit of this to teh Companies appears when (c) of Rule 6 is read; in part it is as follows:—

"When the rate between any two points is not given in the table of grad-
"uated charges, the *next higher rate* will be used for making price, etc."

Now it is no fairer that the *"next higher"* rate should be used in such cases than the *"next lower,"* and if the Board required the carriers to use the *"next lower,"* it would not be considered by them to be doing the reasonable thing. These tables can be arranged by extension of columns, so that "the rate between any two points" will appear with much greater frequency than at present, and then neither the *"next higher"* nor *" next lower '* rate need be resorted to. It was objected by the Companies that a large number of columns would clog the work of operation, lose time, and cause delay. The proposed scale has 29 columns. The scale in use in the United States, applicable to international traffic, has already double, viz.,—54 columns. The result of this is that upon purely domestic traffic the *"next higher"* rate is given to the shipment to a far greater extent than is applicable to shipments passing between the United States and Canada, and to domestic traffic in the United States. Why should this be permitted ? It was not suggested that there was any difficulty other than the above in working the 54 column sheet, and Mr. Hardwell, the Board's Chief Traffic Officer, is of the opinion that there should be a tariff of graduated charges, reasonably scaled, for packages weighing less than 100 lbs. under each and every rate of the local merchandise tariff, even though the United States and international scale falls some thirty columns short of the complete schedule, and we entirely agree with his view upon this. Express tolls certainly have never been too low, and it does not seem necessary to resort to a system of "graduate" charges that results in the shipper paying a higher toll than is applicable to his particular shipment. The "graduates" themselves are by no means perfect, and in many cases are not reasonably proportioned, and so we conclude that the Companies must extend the freight tariff of graduated charges so as to provide reasonably proportioned "graduates" for all 100 lb. "merchandise" rates published in the Companies' local tariffs.

RETURNED EMPTIES.

This question was seriously pressed by many shippers who had for years had the empty crate, basket, or the like, returned free, while the proposal of the Companies was to make a charge for that service. If in the making of the original rate the return service was considered as an element, and included, then, of course, the shipper would be entitled to have the empty returned without further charge. This, in fact, would not be a free movement. It would partake more of the nature of a prepayment for the return, included in the outward toll. In the absence of any return being included in the charge, we are unable to see upon what principle the shipper can expect his empty returned free of charge. That it has been the custom is no answer. It has applied to some empties and not to others. It is an expense upon the Companies that they are not entitled to bear without recompense. It was said by the Companies that they found some shippers were returning empties free by express that had gone out to them by freight; this, of course, being done to avoid paying the freight charge back upon the empties. On the other hand, the shippers told us that when they sent the empties back to the Express Office or station, to have them returned free of charge, they sometimes found that, instead of being carried by express, they were shipped back as freight, and freight charges billed against them. To what extent these practices, or mistakes, whichever they may be, prevail, was not shown. As matters now stand, some empties are returned free and others carry tolls of five cents; others 15 cents, and some at one-half "merchandise." These variations are probably discriminatory and should be discontinued. It is suggested by Mr. Hardwell, our Chief Traffic Officer,—" That all empties returned by the Company that carried " the full packages should be carried at actual weight, at one-half the rate per

"hundred pounds charged when full, with a minimum charge of five cents per pack-
"age, this rate to include collection and delivery where cartage is performed."

We had many complaints about empty boxes, crates, baskets, &c., being lost. In Vancouver it was said that empty milk and cream cans were continually being lost or going astray on the return trip. The Companies gave no receipts for these returned articles, nor were they way-billed. A charge of the kind suggested would entitle the shippers to a receipt, and the traffic would be way-billed, and so would be traced if it went astray. We are so impressed with the lack of business system in the practice of returning this traffic free, or at varying discriminatory tolls, and without any record, that in the interest of the public, as well as that of the Companies, it would seem that same charge should be permitted upon this class of traffic, and we think the scale recommended by Mr. Hardwell reasonable, and it may be adopted. Empties outstanding may be returned free for a period of four months after new classification goes into effect, provided each shipper entitled to such return files with the Express Companies a verified statement of outstanding empties, stating in whose hands and at what points the same are within thirty days after effective date of classification.

The whole classification has been gone over carefully, line by line, and in its present form will, we trust, be found much fairer for all concerned. It is not needful here to give reasons for all the changes that have been made. The consideration of the various subjects necessarily took the form of a discussion, clause by clause, of the whole classification and all the various commodities covered by it, between the traffic experts for the Companies, their Cousel, the Cousel representing the government, the traffic experts representing the shippers, and the Board, and anyone interested in ascertaining the reasons given, or rulings made from time to time is referred to the record of the proceedings. In some instances there are increases made necessary by reason of the endeavour to equalize or level up the tolls upon various classes of traffic; in other instances there are reductions, and many other advantages to the shipper have been brought about by the revision of this classification and the various forms of contract. Many of these were conceded by the Companies, some required by the Board and most of the changes, in the way of increases, were assented to by the Traffic Experts representing the shippers. The initial Company being made liable to the shipper for the shipment through to destination, where the connecting carriers are subject to the Board's jurisdiction, should prove of great advantage to shippers. Under the old contract, the initial Company was released from liability after the shipment had been delivered to a connecting carrier, thus leaving the shipper, in the event of loss, to pursue his remedy against some, perhaps, far distant carrier, to whom the initial Company had made delivery. The joint through rates should prove not only a saving but a great convenience to shippers. The elimination of the "Owner's Risk" clause will greatly increase the responsibility of the carrier to deliver safely and promptly. The Live Stock and Attendants contract, the money receipt, collection receipt, as well as others, have been revised with care, and the attempt made, which we hope may be fairly successful, to arrive at reasonable contracts between the parties with the view in end that shippers may have reasonable redress, and at the same time that the carriers may have imposed upon them no unreasonable burdens.

The forms, as approved, all appear as schedules in the Classification.

Some of the Conditions of Carriage embodied in the Classification relate to joint traffic, and these will have to be modified when the tariffs of joint rates elsewhere provided for have been prepared and submitted for approval. Th Classification hereto appended must be put into force not later than the 1st day of February, 1911.

EXPRESS CHARGES IN THE WEST.

We had complaints from various points in the west that the rates there were too high as compared with the east. It was admitted by some of the witnesses that, owing to difference in conditions, it was not unreasonable that the western rates should

be somewhat higher than in the east, but it was complained that the difference was too great. Comparison was also offered as between the rates in Manitoba and those in Minnesota, and discrepancies were pointed out between the various tariffs of the Companies in Manitoba, Alberta and Saskatchewan. The Manufacturers' Association of Winnipeg, The Wholesale Implement Makers Association, and the Jobbers and Shippers Association of that city presented many illustrations of unevenness of charges, and it is alleged in the complaint of the latter (and tables are attached showing the figures), that the western rate of the Dominion Express Company are from 25% to 175% higher in the west than in the east, and the Canadian Northern Express Company from 40% to 175% higher. No criticisms if these figures were offered.

The Board of Trade of Calgary submitted figures comparing their express rates with Winnipeg rates, also showing that although, as they allege, the cost of operation was more in Manitoba than in Alberta, the rates in the latter Provinces were much higher. The following may be extracted from their complaint:—

"The following are some comparisons of rates to branch line points, as well "as mainline points, showing distances in each case:—

MAIN LINE POINTS.

From Calgary to	Miles.	Rate per 100 lbs.	From Winnipeg to	Miles.	Rate per 100 lbs.
		$ cts.			$ cts.
Morley, Alta	42	1 00	Thackray, Man	45	75
Gleichen	55	90	Portage La Prairie	55	75
Anthracite	77	1 50	MacGregor	77	1 00
Banff	82	1 75	Austin	84	1 00
Laggan	117	2 00	Hooton	117	1 25
Medicine Hat	180	2 00	Virden	180	1 75
Crane Lake	263	2 50	Broadview	264	2 25

BRANCH LINE POINTS.

From Calgary to	Miles.	Rate per 100 lbs.	From Winnipeg to	Miles.	Rate per 100 lbs.
		$ cts.			$ cts.
Carstairs, Alta	39	1 00	Cuiross, Man	42	60
Didsbury	40	1 00	Elm Creek	46	75
Olds	57	1 25	Plum Coulee	66	75
Innisfail	75	1 50	Winkler	74	1 00
Penhold	84	1 75	Holland	87	1 00
Lacombe	112	2 00	Stockton	113	1 25
Wetaskiwin	150	2 25	Holmfield	155	1 50
Strathcona	190	2 50	Whitewater	193	1 75
Edmonton	195	2 75	Naples	198	1 75
Killam	220	2 50	Napinka	221	1 75
Hardisty	246	2 75	Oxbow	249	2 25

MAIN LINE POINTS.

"For the purpose of illustrating the inconsistency of existing rates, we would respect- "fully draw your attention to the following: The distance from Calgary to Edmon- "ton, Alta., is 195 miles, and the rate, per 100 lbs., is $2.75. A similar rate is charged "from Calgary to Hardisty, and the distance is 246 miles, 51 miles further.

"On a package of 7 lbs. weight from Chicago to Calgary, the charge is $1.00: "while on a package of 7½ lbs. weight the charge is $2.60. In both instances the

"shipment would be handled by three companies. When the 7 lb. shipment can "be handled by three express companies for a charge of $1.00, the additional "charge of $1.60 for the additional half lb. would seem to be out of all reason.

"The rate on fruit and vegetables, from Vancouver to Calgary, a distance of "642 miles, is $2.40 per 100 lbs. The rate on fruit and vegetables from Calgary "to Banff, a distance of 82 miles is $1.30 per 100 lbs., and from Calgary to Lag-"gan, a distance of 117 miles, is $1.40 per 100 lbs. In every instance the ship-"ments pass over the same line of railway showing conclusively that the rates for "the shorter distance are entirely out of proportion."

A lengthy statement was put in by the Saskatoon Board of Trade, covering discrimination, want of through rates, excessive charges, the "graduate" scale, and other matters, most of which are dealt with under various heads, as for example in the section of this judgment dealing with standard tariffs. Certain rates are asked for upon various commodities from different points, but these are not dealt with as it is considered that the better course to pursue is to await the general revision and re-alignment that must follow these findings, when if a more satisfactory situation is not brought about, complaints that have not been dealt with categorically, or solved in the general result, will be further considered.

RETURNED GOODS.

Many complaints were made about the charges assessed upon the return of goods refused by the consignee, or not called for. A good deal of discussion was heard at Winnipeg on the subject of castings, or parts of machinery, sent out from there, and some instances were given showing that the express charges both ways amounted to more than the value of the article. Mr. Hardwell is of the opinion that the Companies should offer some inducement to the shippers to take back their goods, instead of their having to wait the twelve months that must precede an "unclaimed sale; and that it would not be unreasonable to apply a return charge of one-half "merchandise," unless otherwise provided for in the Classification, with all back charges, in cases where the goods have not left the carriers' possession and were returned to the original shipper at the original shipping point. We confess to having some doubt upon this point. The carrier performs its contract by carrying to the point of consignment, and it seems somewhat arbitrary to compel that carrier to carry the shipment back to the initial point at one-half the outbound rate, because the consignee refuses to accept. This is a situation uncontrolled by the carrier, and for which it is in no way to blame. However, as it seems, upon the whole, to have some element of advantage to the shipper, as well as to the carrier, we accede to the suggestion. A provision has been agreed upon regarding the charges upon "castings" returned that should be satisfactory.

Regarding the complaints about the charges on dressed poultry, Comber to Montreal, and the Prince Edward Island Winter Service, we cannot do better than quote the result of Mr. Hardwell's consideration of these two matters:—

"DRESSED POULTRY, COMBER TO MONTREAL (p. 955-96): Comber

"is an exclusive office of the American Express Co. which operates over the Michigan "Central; while Windsor, Essex, Leamington, and Tilbury, are all competitive with "the Dominion or Canadian. The rate of the latter Companies is, as stated, $1.00 "per lbs. to Montreal. Why this rate was made, I am unable to say—possibly com-"petition of markets or sources of supply—as the 'General Special' is $1.60, Buch-"anan gave the Comber rate as $1.40, but it was reduced January 26th, '08, to $1.25 "—before he gave his evidence, but, perhaps, after he had occasion to use the rate.

"The combination 'General Special' Comber to St. Thomas, thence to Montreal, is "$2.00, and 8% of this would be $1.60, so that the rate is still lower than it would be "if the joint tariff basis recently discussed were adopted. The American Express "$1.00 rate applies from some thirty points between the Detroit and Niagara "Rivers, all either common with the Dominion or Canadian, or so close to their "offices as to be competitive. Comber is not in this class.

"While, perhaps, the American cannot be required to adopt their competitors' "rate, yet, to my view, the Michigan Central, throughout its whole length, is so "closely competitive with the G. T. R., C. P. R., or P. M., that it might reasonably "make this $1.00 a blanket rate, as the other Companies have done; that is, of course, "if the Dominion or Canadian, as the eastern connection, would participate in this "rate.

"*Prince Edward Island Traffic.* (pp. 7515-6).—The Canadian Express "working over the Intercolonial, delivers its summer island traffic from the west to "the Charlottetown S. S. Co. at Pointe du Chene; and its summer traffic from Nova "Scotia to the same S. S. Company at Pictou. All traffic, however, has to be taken "to Pictou in the winter for delivery to the Government Winter S. S. Service, as "the Charlottetown S. S. Co. operates only in the summer. The Government Steam-"ship rates are higher than the summer rates of the Charlottetown Company; also on "traffic from the north and west, the Canadian Express in the winter has the addi-"tional haul of something over 150 miles to reach Pictou, as against Pointe du Chene, "Mr. Buell (p. 9106-7), stated that evidence showed that the Government had con-"ducted this service only for two years previously. To my own knowledge the "'Stanley' has been doing a winter business for a great many years; and the Deputy "Minister of the Department of Marine phones me that it was one of the terms of "confederation that the Government should conduct this service, and that while a "subsidy may have been given for a few years, yet the Government steamers have "been running for a great part of the time.

"The express winter rate to Charlottetown and Georgetown is 50 cents per 100 "lbs. ("Mdse." basis), over the summer schedule—representing, presumably, the "additional marine rate; and this is all they add on Nova Scotia traffic, because "Pictou is the transfer port the year round. From New Brunswick points they add "75 cents to all Island rail points. From Quebec, Ontario, and the States, 75 cents "is added to points between Summerside and Georgetown, and one dollar to points "east of Summerside to the terminus at Tignish. The difference between these "additional rates and the fifty cents arbitrary previously referred to is undoubtedly "intended as compensation for the extra express rail carriage. It seems to me that "it is only the extra charge of the express company itself that can be attacked, but "it has not been shown to be unreasonable.

"Winter rates are in force from December 15th to April 15th, and this schedule "has been in effect since December, 1905, in our records, Mr. Allen, who was in the "express service, believes it has been in force over twenty years at least.

"The 'General Special' rates are sealed on the through 'Mdse,' rates arrived "at as above; that is, the 'General Special' is reduced on the arbitrary as well as "on the main land carriage."

THE WEIGHT AND MEASUREMENT RULE—LIGHT AND BULKY SHIPMENTS.

This provision gave rise to much discussion, and a great deal of time was taken in getting it adjusted. There was much to be said in favour of the complaint advanced by the express companies that the large and light packages that were being transmitted in enormous quantities over their lines took up a great deal more room

in express cars than they were entitled to in proportion to the tolls they were paying. Of course, the space allotted for express traffic upon passenger trains is necessarily limited, and a system that permitted one section of shippers to take up more than what might fairly be considered as space for their traffic at similar tolls to the traffic of other shippers occupying much less space, might easily work discrimination. However, the parties chiefly concerned and the companies evinced a spirit of fairness in meeting each other and the Board hopes that the rule finally adopted, viz., 16 may work satisfactorily.

CREAM RATES WEST OF AND INCLUDING PORT ARTHUR.

Complaint was made upon behalf of the Western Creameries that the Companies charged double the rate on sweet cream than is charged on sour. This placed a premium upon the dairymen keeping their cream until it soured before shipment to the creameries, thereby getting transportation at half the cost the shipment would have carried had it gone forward while sweet.

It was represented by Mr. Mitchell of the Manitoba Agriculture College that this in effect compelled the creameries to manufacture from sour cream, placing the butter at a disadvantage in the markets by reason of defects in flavor arising from manufacture from "over-ripe and otherwise over-fermented" cream. In 1909, there was manufactured in Manitoba 2,600,000 lbs. of creamery butter, and 75 to 80 per cent was from cream carried by express. It is clear that this distinction between the rates on sour and sweet cream puts the creamery at a disadvantage, quite apart from the question of the rate itself. It causes, or tends to cause, an inferior article of cream to be sent to the creameries. The history of the rates and their disparity is given by Mr. Stout as follows :—

"MR. STOUT:—The present basis of cream rates in Manitoba and the North-"west to-day has, I think, been in effect upwards of 20, or maybe 25 years. The "company has been in business for about 25 or 28 years. It was orginally granted "on the request of the Dominion Department of Agriculture, and in the interests, "possibly, of the Canadian Pacific, with a desire to develop mixed farming in the "North-west, and getting away from wheat growing, which was almost exclusively "done. The schedule that was put in at that time was intended to apply only on "cream sent to creameries, and it was realized that the cream in the beginning would "need to be carried for long distances, in order with the sparse population they had, "they could get enough cream to keep even creamery going in the beginning. I do "not remember positively, but I think that the first creamery was placed at Winnipeg, "or somewhere in that vicinity. It was not anticipated at that time that these "long hauls which were principally objectionable would be necessary for more than "a couple of years. In the meantime it was anticipated that local creameries "would spring up throughout the country, and that if they would not take care of "the business in their own vicinity at least the rail or express haul would be a short "one. The practical result has been that the very low rates which we are making "has resulted in centralizing the making of butter in a few points, with very much "longer hauls than we find profitable, even for sour cream.

"Like many other experiments of this kind, once the tariff was in, and the "people most interested had something else to think about, it went on, not only for "a couple of years, but went on for 10, or 12, or 15 years. Then some question "was raised about the rate. I cannot recall it fully but we re-adjusted our rates "for the Imperial gallon on the basis of the rates that prevail to the south of the "line in Minnesota and Dakota, and practically adopted the tariff that is in effect "on that southern line of cream. We only intending to carry this cream at the low "rate to butter-making plants, and having been informed by people that I thought "knew that the sour cream answered the purpose just as well, that sweet was not

"necessary to making good butter, we made our tariff to apply on sour cream. Pre-
"vious to this, some business had been growing up in Winnipeg, the city getting
"large enough to require sweet cream for domestic purposes, and it was coming in
"at the same rate as the sour cream to factories. In 1907 we were called upon to
"file our rates with the Commission. We left cream for butter making just where it
"was, we did not know what damage might result to the interests we were trying
"to protect if we increased the rates on the sour cream at that time, but to restrict
"it that time, but to restrict it to cream for butter making plants we filed the rate
"as it stood previously, but we limited it to sour cream for creameries. Then the
"sweet cream, which we assumed was for domestic purposes, and that it was only
"necessary it should be sweet for domestic purposes, was charged according to the
"classification, the "general special" rate, which is from 20 to 25 per cent less than
"transit proposition?

"I might say too that at the time the orginal rate was made separators were
"little used.

"HON. MR. MABEE:—Would there be any justification for differentiating
"between cream for creameries and cream for domestic purposes, and let cream
"for creameries go just as you intended it should go—analogous to a milling-in-
"transint proposition?

"MR. STOUT:—That is a point I had overlooked.

"MR. MITCHELL:—Could it be worked out? There would be a disposition
"on the part of some to ship cream presumably for butter making purposes, when
"in reality it would be used for the other purposes.

"HON. MR. MABEE:—But suppose the tariff said 'cream to creameries'?

"MR. MITCHELL:—For instance, the Carson Creamery in Winnipeg have a
"large creamery, manufacture between 500,000 and 600,000 pounds of butter, and
"they have also a large city business; the Crescent Hygienic Dairy, the same. They
"use cream for two purposes. Those are the only two that it would apply to.

"HON. MR. MABEE:—There is, of course, an apparent anomaly in cream and
"milk being on the same basis, but after all, it was the express company that put
"sour cream on the same basis as milk.

"MR. MITCHELL: They put all cream on the same basis in the first place.

"HON. MR. MABEE: The Western, but not the Canadian or the Manitoba
"Express Company.

"MR. MITCHELL: It was only about three years ago they made the change,
"and they carried all cream on this sour cream tariff until about three years ago.
"It was in June, 1907, that they made the change.

"MR. CHRYSLER: I think Mr. Stout said so, but under the inpression
"that the cream was all going to the creameries.

"HON. MR. MABEE: I understood Mr. Mitchell to say that in 1907, but I
"got the impression from Mr. Stout that this condition had existed for 20 odd years.

"MR. CHRYSLER: The carriage of cream for creameries.

"HON. MR. MABEE: It was only in 1907 that the sweet cream tariff was
"raised.

"MR. MITCHELL: There was one tariff for all cream up to 1907.

"MR. STOUT: That is right. It was only about that time, or shortly before
"that, we discovered there was any quantity of sweet cream being used for domestic
"purposes, or sent for domestic purposes: we thought it was all going into public
"plants.

"HON. MR. MABEE: That is what you really intended to raise, only the
"toll on sweet cream for domestic purposes

"MR. STOUT: That is really so, I did not intend to disturb the dairies, but
"at the time the change was made I did not see how I could effectually distinguish
between the domestic purposes and the creameries except to restrict the creameries to
sour cream, and as I say at that time I had been informed, on what I thought was

good authority, that the fact of cream being sour made no difference to the creamery.' (Evidence, Vol. 103, p. 3133 *et seq.*)

Now from the foregoing it is apparent that this cream rate as it affects the creameries was made under a misapprehension. No one is complaining of the cream rate for domestic purposes, so the matter may be considered solely from the point of view of the creameries.

It appears that there is considerable shipment of butter, by express, from these creameries. The cream is their raw material; tht company gets some earnings from carriage of the finished product, and so it is perfectly in order to give a lower rate on cream to the creamery than upon that used for domestic purposes, so we think the intention of the company should be given effect to, and the business of the creameries left undisturbed.

The tariff to be filed may provide for the existing sour cream rate upon all cream when shipped to creameries for use in the manufacture of butter; the tariff to remain as it is upon cream for domestic purposes.

Upon the cream to creameries, the Companies need perform no delivery service.

THOMAS POTTS' COMPLAINT.

Mr. Potts is a wholesale fruit dealer at St. John, N.B., and he says that Mr. Smith or Mr. Carpenter (Winona, Ont.),

> "have a certain party in St. John they will ship to and only one party;" "that the Railway agents along the line are in most cases the express agents in "the small towns and villages; that these men go out and get orders for 10, 15, or "20 baskets of fruit to be shipped to some little village." "The agent here in St. "John will go to the particular firm . . . and he will get a big order from "that firm for perhaps 500 baskets . . . The car starts from Ontario . . . "As soon as it gets to New Brunswick 20 baskets are delivered to this man, 20 "to another, 50 to another, in every small village in the country, and when the "car arrives in St. John, it will have just the quantity in it that their pet man "wants . . . That pet man gets that at carload rates . . . The effect of "that is that the little villages in the country get their grapes at carload rates "cheaper than we in St. John can get 500 baskets."

From this it would seem that the difficulty in Mr. Potts' way is largely, if not entirely, caused by his not being the firm at St. John to whom Mr. Smith or Mr. Carpenter sells. These gentlemen can sell to whom they please, and we see no objection to the agent at St. John ascertaining how many baskets the customer of Mr. Smith or Mr. Carpenter may be willing to take upon any particular day. Then this, together with the orders obtained by, or given to, the other agents along the line may make up a carload. This moves from one consignor to several consignees under the carload rate. There is nothing offending against the tariff in this. The lawful rate is applied, and fruit can go to the applicant at the same rate if he order by carload, or is able to have his shipment assembled with others for destination in carload lots.

There is nothing to show that the express company has discriminated against the applicant; he buys from Messrs. Culp & Co., of Beamsville, and there is nothing to show that the same facilities given to Messrs. Smith and Carpenter would not be given to Messrs. Culp & Co., if asked for by them.

LINTON & HALL AND DOMINION EXPRESS COMPANY.

At Calgary, the applicants complained of a charge of $3.40 upon a shipment weighing 10½ lbs., carried from Worcester, Massachusetts, to Calgary. It appeared that the shipment had passed over the lines of three Express Companies, and the $3.40

collected by the Dominion Express Company was the total charge for carriage, and included the tolls of the originating and intermediate Company, the Dominion Express Company taking over the shipment at Portal; so the only portion of this $3.40 that this Board would have jurisdiction over would be the carriage from Portal to Calgary. It was not complained that more was charged than the tariff provides for, but it is said that that portion of the toll is excessive.

It is not needful to pursue the matter further, because the new tolls, when they go into effect, will take care of the traffic moving by express from Portal to Calgary, and the Board has nothing to do with that part of the $3.40 accruing to the two Companies that carried the package from Worcester to Portal.

EXTENSION OF LINES.

There have been instances in the past where express companies in extending their lines over additional lines of railway acquired by the railway company owning or controlling the express company, or otherwise, have made a separate charge for carriage over the newly acquired line of railway. For instance, after the Canadian Pacific Railway Company acquired the Calgary & Edmonton Line, the Dominion Express Company made its rate from, say, Medicine Hat to Red Deer, the local to Calgary plus the local from there to Red Deer. This is wrong, and express companies must file "standard" tariffs of through mileage rates in all cases where this situation now exists. The Medicine Hat—Red Deer case has been remedied by the Dominion Express Company, and it is given as an illustration only.

The construction of tariffs in accordance with the foregoing views must be proceeded with without delay, and these must be submitted to the Board within three months. The Chief Traffic Officer of the Board has had his department prepare a large quantity of figures, and many tables have been worked out, all of which the Companies may have access to if they so desire.

SECTION "E."

During the hearing, and after full discussion, this section was struck out of the Classification. This applied to manufacturers of and dealers in certain commodities when carried in large or continuous shipments. The rate set out therein required prepayment; if not, then the ordinary tariff and classification applied, even though the goods might not be perishable. This contains two forms of discrimination. *First,* in favour of the manufacturer or dealer, who had large or continuous shipments. Who was to say which manufacturer or dealer this applied to? The Company, if it so desired, might apply this to favoured customers and refuse the rate to others equally or more entitled to it. *Second,* the prepayment clause made two different rates applicable to one shipment.

SCHEDULE A.

" Form No. MERCHANDISE RECEIPT.

" LIABILITY LIMITED TO $50.00 UNLESS HIGHER VALUE IS DECLARED
" BY SHIPPER AND INSERTED HEREIN. ..

(ADVERTISEMENT.)

" NOT
" NEGOTIABLE .....EXPRESS COMPANY
" Office at.....Province of.....Date.....191
" Received of.....(herein called the shipper)

" .....said to contain.....
" valued at.....100 Dollars
" addressed.....
.....
.....
" which the.....Express Company, herein called the 'Company'
" agrees to carry and deliver upon the terms and conditions on the back hereof, to
" which the shipper hereby agrees and, as evidence of such agreement, accepts this
" shipping receipt

For the Company:

" This agreement is issued
" subject to the classifica-
" tion authorized by the Board .....
" of Railway Commissioners for Agent.
" Canada, and all the clauses of
" said classification, not incon-
" sistent with this agreement, are
" incorporated herewith.

TERMS AND CONDITIONS.

" 1. The word 'Company' shall include any connecting express company subject " to the Railway Act.

" 2. This agreement shall extend to and be binding upon the shipper and all " persons in privity with him, claiming or asserting any right to the ownership or " possession of the shipment, and shall enure to the benefit of any person or company " to whom the shipment may be delivered for the performance of any act or duty in " respect thereof, or in whose custody or charge the same may lawfully be, or on whose " vehicles or vessels the same is being carried under this agreement and shall apply to " any reconsignment or return thereof.

" 3. The liability of the Company upon any shipment is limited to the value " declared by the shipper and embodied herein, or, if less, to the actual value of the " shipment at the time of the receipt thereof by the Company, including the express " and other charges, if paid, and the duty, if payable or paid and not refunded. If " the shipper does not declare the value of the shipment, liability is limited to fifty " dollars, or if less, to the actual value of the shipment. If the shipper desires the " Company to assume liability in excess of fifty dollars, an additional charge will be " made as provided by the classification.

" 4. Money, specie, completely signed and executed bonds, coupons, bank notes, " and negotiable paper, or incompletely executed legal tender and bank notes, jewelry and precious stones shipped by manufacturers or dealers to other manufacturers or " dealers, or their customers, shall not be received or included with shipments of " ordinary freight, and this agreement does not apply thereto.

" 5. The Company shall not be liable:—

" (a) For differences in weight or quantity caused by shrinkage, leakage, or " evaporation, or

" (b) For loss or damage occurring after forty-eight hours (exclusive of legal " holidays), after notice of the arrival of the shipment at destination, or at point of " delivery, has been mailed to the address of the consignee.

" Unless, in either case, such loss or damage is caused by the negligence of the " Company;

" (c) For any loss, damage, or delay caused by the act of God, the King's or " public enemies, the authority of the law, quarantine, riots, strikes, perils of naviga- " tion, defect or inherent vice, or the act or default of the shipper or owner, or from " conditions beyond its control;

"(d) For any loss or damage occurring in Customs Warehouse;

"(e) For any loss, damage or delay resulting from improper or insufficient "packing, securing or addressing or from chafing when packed in bales;

"(f) For any loss or damage, if the provisions of Clause 4 be violated in whole "or in part;

"(g) For any damage to or loss of any fragile article, or to shipments consisting "wholly or in part of or contained in glass, unless so described upon the package "containing the same, unless such damage or loss is due to the negligence of the "Company, its agents or employees;

"(h) For loss or damage from delays beyond its control, or caused by the refusal "of any railway, steamboat, stage, or other transportation line to receive or forward "the said property owing to any unusual or unforeseen movement of or interference "with traffic;

"(i) For loss or damage in any way arising out of the examination by or partial "delivery to the Consignee of C.O.D. shipments;

"(j) For any loss or damage to shipments of live objects arising from the "conduct or acts of such objects to themselves or to each other or arising from the "condition of such objects when received for shipment or from their nature or "propensities, or for delay, injury to or loss to such object unless such delay, injury "or loss is caused by the negligence of the Company;

"(k) For any damage for partial loss, or shortage, unless written notice thereof "is given at any office of the Company within thirty days from delivery;

"(l) For any loss or damage occurring to shipments addressed to stations where "there is no agent of the Company after such shipments have been left at such "station;

"(m) For non-delivery or loss or destruction of the shipment in Canada, unless "written notice thereof is given at any office of the Comany within four months from "the time delivery should, in the ordinary course of transit, have been made.

"6. Duty and Custom House expenses are guaranteed by the shipper.

"7. (a) At points where the Company has delivery services, tender of the shipment for delivery to the consignee will be made at the address given, if within such "delivery limits.

"(b) Where there is no delivery service, the Company will forthwith notify the "consignee, at the address given, of the arrival of the shipment.

"(c) The Company's liability to deliver to addresses outside delivery limits shall "be governed by the Classification or Special Tariffs.

"(d) If no express company subject to the Railway Act has an office at the place "to which the shipment is addressed, then, unless otherwise routed, the Company "only agrees to carry the same to its office, or that of some other express company "subject to the said Act, most convenient for furtherance to destination, and upon "arrival there, the Company may so notify the consignee, or, upon direction of the "shipper or consignee, will, or upon its own discretion may, deliver the shipment to "any connecting carrier for furtherance to destination.

"(e) If the shipment is delivered to an express company or carrier not subject "to the Railway Act, the Company shall act as the agent of the shipper in effecting "such delivery, and contracting for further transportation, and the liability of the "Company shall thereupon cease.

"8. If any sum of money, other than the charges for transportation, is to be "collected from the consignee upon the delivery of the shipment, and the same is not "paid within thirty days, the Company may return the same and collect the charges "for transportation both ways, and the liability of the Company shall be that of "warehousemen only while the shipment remains in its possession for the purpose of making such collection."

SCHEDULE "B".

"Form No. MONEY RECEIPT.

"READ THIS RECEIPT NOT NEGOTIABLE

"

.....EXPRESS COMPANY

"Office at.....Province of.....Date.....191

"$.....

"Received of.....(herein called the shipper)

".....said to contain.....

"Valued at.....

"addressed.....

.....

.....

"which the.....Express Company, herein called the 'Company'
"agrees to carry and deliver upon the terms and conditions on the back hereof, to
"which the shipper hereby agrees and, as evidence of such agreement, accepts this
"receipt

"1. The word 'company' shall include any connecting express company subject
"to the Railway Act.

"2. This agreement is issued subject to the Classification authorized by the Board
"of Railway Commissioners for Canada, and all the clauses of said Classification
"not inconsistent with this agreement are incorporated herewith.

"3. This agreement shall extend to and be binding upon the shipper and all
"persons in privity with him, claiming or asserting any right to the ownership or
"possession of the shipment, and shall enure to the benefit of any person or company
"to whom the shipment may be delivered for the performance of any act or duty in
"respect thereof, or in whose custody or charge the same may lawfully be, or on whose
"vehicles or vessels the same is being carried under this agreement and shall apply to
"any reconsignment or return thereof.

"4. The company shall not be liable :—

"(a) For loss or damage occurring after twenty-four hours (exclusive of legal
"holidays) after notice of the arrival of the shipment at destination has been mailed
"to the above address of the consignee, unless such loss or damage is caused by the
"negligence of the company:

"(b) For any loss, damage or delay caused by the act of God, the King's or public
"enemies, the authority of the law, quarantine, riots, strikes, perils of navigation or
"the act or default of the shipper or owner, or from conditions beyond its control :

"(c) For any loss or damage occurring in Customs Warehouse;

"(d) For any loss, damage or delay resulting from improper or insufficient
"packing, securing or addressing ;

"(e) For a greater sum than that above stated or in any event beyond the actual
"value of the shipment at the time of the receipt thereof by the company, including
"the express and other charges, if paid, and the duty, if payable, or paid and not
"refunded ;

"(f) For loss or damage from delays beyond its control, or caused by the refusal
"of any railway, steamboat, stage, or other transportation line to receive or forward
"the said property owing to any unusual or unforeseen movement of or interference
"with traffic;

"(g) For any damage, loss or shortage, unless written notice thereof is given at
"an office of the company within two months from delivery or from the time delivery
"should, in the ordinary course of transit, have been made.

"5. If no express company subject to the Raliway Act has an office at the point
"of destination, then the company only agrees to carry the shipment to its office, or

" to that of some other express company subject to the said Act, most convenient for " furtherance to destination, and upon arrival there, the company may notify the " consignee or other proper person, or upon direction of the shipper will, or upon its " own discretion may, deliver the shipment to any connecting carrier for furtheranoe " to destination ; in the latter event if such carrier is not subject to the Railway Act, " the company shall act as the agent of the shipper in effecting such delivery, and the " liability of the company shall thereupon cease.

" 6. The company reserves the rights to call upon the consignee to take delivery " of the shipment at its office at destination.

" 7. Duty and Customs House expenses are guaranteed by the shipper.

SCHEDULE "C."

" Form No. COLLECTION RECEIPT.

" READ THIS RECEIPT. NOT NEGOTIABLE.

" .....EXPRESS COMPANY

" Office at.. .. ..Province of.. .. ..Date.....191..
" RECEIVED FOR COLLECTION, from..... (herein called the shipper)
" the following described .. ..
" ....$.....
" ....$.....
" ....$.....
" ....$.....
" subject expressly to the following conditions, namely:
" 1. This agreement is issued subject to the Classification authorized by the Board " of Railway Commissioners for Canada, and all the clauses of said Classification not " inconsistent with this agreement are incorporated herewith.
"2. The word 'company' shall include any connecting express company subject to the " Railway Act.
" 3. This agreement shall extend to and be binding upon the shipper and all persons " in privity with him, claiming or asserting any right to the ownership or possession " of the shipment, and shall inure to the benefit of any person or company to whom " the shipment may be delivered for the performance of any act or duty in respect " thereof, or in whose custody or charge the same may be lawfully be, or on whose " vehicles or vessels the same is being carried under this agreement, and shall apply to " any re-consignment or return thereof.
" 4. The company shall not be liable :—

" *(a)* For any loss, damage or delay caused by the act of God, the King's or " public enemies, the authority of the law, quarantine, riots, strikes, perils of naviga- " tion or the act or default of the shipper or owner, or from conditions beyond its " control;

" *(b)* For any loss or damage by fire unless such loss or damage is due to the " fault or negligence of the company, its agents or employees;

" *(c)* For any loss, damage or delay resulting from improper or insufficient se- " curing or addressing;

" (*d*) In any event for a greater sum that that above stated.

" 5. If no express company subject to the Railway Act has an office at the point of " destination, then the company only agrees to carry the shipment to its office, or to " that of some other express company subject to the said Act, most convenient for " furtherance to destination, and upon arrival there, the company may notify the con- " signee or other proper person, or upon direction of shipper will, or upon its own

"discretion may, deliver the shipment to any connecting carrier for furtherance to "destination; in the latter event if such carrier is not subject to the Railway Act, "the company shall act as the agent of the shipper in effecting such delivery, and the "liability of the company shall thereupon cease.

"For the Company,

. . . . . Agent."

SCHEDULE "D."

"Form No. . . . . .

" . . . . . EXPRESS COMPANY

" LIMITED LIABILITY

" LIVE STOCK CONTRACT

"THIS CONTRACT, made at. . . . . this. . . . . day

"of. . . . . 191. . between. . . . . Express Company
"and. . . . . herein called the
"Shipper.

" 1. The word 'company' shall include any connecting express company subject "to the Railway Act.

" 2. The company agrees to carry and deliver upon the terms herein stated the "animals mentioned herein:

" (Enter here in words, not figures, the number and kind of Live Stock.)
" . . . . . .
" . . . . . .
" . . . . . .
"consigned to. . . . . .
"at. . . . . .
"for the sum of. . . . . and. . . . . CENTS,
"which charge is based upon the following values declared by shipper.
"(Number and kind). . . . . Value $. . . . . .
"(Number and kind). . . . . Value $. . . . . .
"(Number and kind). . . . . Value $. . . . . .

" 3. This agreement shal etxent to nal be binding upon the shipper and all "persons in privity with him, claiming or asserting any right to the ownership or "possession of the shipment, and shall enure to the benefit of any person or company "to whom the shipment may be delivered for the performance of any act or duty in "respect thereof, or in whose custody of charge the same may be lawfully be, or on "whose vehicles or vessels the same is being carried under this agreement, and "shall apply to any re-consignment or return thereof.

"4. If no express company subject to the Railway Act has an office at the point "of destination, then, unless otherwise routed, the company only agrees to carry the "shipment to its office, or to that of some other express company subject to the said "Act, most convenient for furtherance to destination, and upon arrival there, the "company may notify the consignee, or other proper person, or upon the direction "of the shipper or consignee, will, or upon its own descretion may, deliver the ship-"ment to any connecting carrier for furtherance to destination.

"5. If the shipment is delivered to a carrier other than an express company subject "to the Railway Act, the compnay shall act as the agent of the shipper in effecting

"such delivery, and contracting for further transportation, and the liability of the "company shall thereupon cease.

"6. The company shall not be liable:

"(a) For any loss, damage or delay caused by the act of God, the King's or public animals to themselves or to each other, or arising from the condition of the animals "defect or inherent vice, or the act or default of the shipper or owner, or for condi- "tions beyond its control;

"(b) In any event beyond the actual value of the shipment at the time of the "receipt thereof by the company of the value declared herein, whichever is less, "including the express and other charges, if paid, and the duty, if payable, or paid "and not refunded;

"(c) For loss or damage from delays beyond its control, or caused by the refusal "of any railway, steamboat, stage or other transportation line to receive or forward "the said property owing to any unusual or unforeseen movement of or interference "with traffic;

"(d) For any loss or damage to the shipment arising from the conduct or acts of "animals to themselves or to each other, or arising from the condition of the animals "themselves when received for shipment, or from their nature or propensities;

"(e) For delay, injury to or loss of the animals from any cause whatever, unless "such delay, injury or loss is caused by the negligence of the company;

"(f) For any injury, partial loss, or shortage unless written notice thereof is given "at an office of the company within thirty days from delivery;

"(g) For non-delivery or loss of destruction of the shipment in Canada unless "written notice thereof is given at an office of the company within four months "from the time delivery should, in the ordinary course of transit, have been made.

"7. In the case of carload shipments, the Shipper agrees to load, tranship and "unload said animals at his own risk, and during the transportation thereof to "unload, load, *feed water, and care for said animals* whenever required, at his own "risk, and to furnish the necessary *attendants and* laborers therefor; and further "agrees that the attendants will accompany and take charge of said animals, the "Company furnishing free transportation for *such* attendants, *as by the Classification "are entitled thereto, provided they shall have* signed the Attendants' Contract "appended hereto. All attendants and laborers shall be the agents of the Shipper.

"8. Upon the arrival of the animals at destination the shipper or consignee shall "forthwith receive them and pay the charges due thereon, and if the shipper or con- "signee shall fail or refuse to do so, then the company may as the agent of the "shipper have the said animals properly cared for at the cost and risk of the shipper "or consignee, and may, after giving forty-eight hours' notice to either the shipper "or the consignee, if the address of either is known, sell the said animals at either "public or private sale and apply so much of the proceeds thereof as may be required "towards the payment of all accrued charges and expenses.

"9. If any sum of money other than charges for transportation is to be collected "from the consignee upon delivery and the same is not so paid, the company may "return the shipment forthwith and collect charges for transportation both ways "together with all accrued charges and expenses, but, if so instructed in writing "by the shipper or consignee, the company shall at the cost and risk of the said "shipper or consignee hold the said shipment for a further period of forty-eight "hours.

SCHEDULE "E".

ATTENDANTS' CONTRACT.

"Office.. . . . . Prov. of.. . . . . Date.. . . . . .

"WHEREAS, the . . . .Express Comnpay, *herein called the* 'Company'
"has entered into an agreement with.. . . . . .
"to forward the animals named in the foregoing contract from.. . . . . .
"to.. . . . . in the Prov. of . . . . . .
"upon the terms and conditions expressed therein and *in pursuance* of said agree-
"ment *the* person or persons *who have signed this contract desire to accompany said "animals to their destination and to be in charge of same.*

" IT IS AGREED:—

" 1. That neither *the* Company, nor any other company *or carrier* on whose line "*or in whose vehicle* the owner, shipper, attendant or attendants shall travel in accom-
"panying said animals, shall, if furnished free transportation, in any case whatever, "be liable for any injury or loss occurring to such owner, shipper, attendant, or attend-
"ants, during such transportation, even though such injury or loss is due to the fault "or negligence of the Company *or of the agents* or servants, *of such other company "or carrier or any of them.*

" 2. That this agreement shall extend to and inure to the benefit of any carrier "on whose line *or in whose vehicle* the owner, shipper, attendant or attendants, or any "of them may receive injury, and they *and each of them* hereby release and forever "discharge the Company *and every such other Company* or carrier from all liability "for any *such* injury or loss.

" 3. I, (the owner or shipper), in consideration of the free transportation of "myself and said attendants, *hereby* agree to indemnify, defend, and save harmless "the Company and any company or carrier over whose lines *or in whose vehicle I* or "the said attendant or attendants or any of them, may be conveyed, from any and all "claims, actions or suits , for injury or death of *my*self or said attendant or atten-
dants, or any of them.

"WITNESS the hands of the parties hereto at the date aforesaid.

"(Signature of owner or duly
authorized agent of owner).. . . . . .
" . . . . . .
" . . . . . .
"(Signature of attendant
"accompanying the shipment.) . . . . . .
" . . . . . .
" . . . . . .
"(The Attendants' Contract must be signed by the Owner (or duly authorized Agent "of Owner) and by each Attendant who accompanies the shipment.)"

Application Battle Creek Toasted Corn Flake Company, London, Ont. C. L. Minimum Weight on Toasted Corn Flakes.

The Battle Creek Toasted Corn Flake Company of London applied for a reduction in the minimum carload weight of Toasted Corn Flakes from London to points west of Port Arthur and Fort William, Ontario.

Judgment, Mr. Commissioner Mills, January 24, 1911.

The applicant in this case is a manufacturer of what are known as "Toasted Corn Flakes,"—that commodity and nothing else. He states in his application that

he shipped, last year, over fifty seven (57) carloads of this class of goods to Manitoba and points further west, and a large quantity to Ontario, Quebec, and the Maritime Provinces.

It would appear that "Toasted Corn Flakes" have been treated by the railway companies as coming under the head of "Cereals, not otherwise specified,—rolled, pressed, cracked, dried, or dessicated," Item 19, page 34 of the Canadian Classification No. 15, and have been rated accordingly as fourth class L.C.L. and eighth class C.L.

The applicant is satisfied with the rating; but Rule 1, page 2, of the Classification fixes the minimum weight of seventh, eighth, and tenth classes at 30,000 lbs. per car; and his goods are so light that he cannot put more than 15,000 lbs. into a standard 36 ft. 6 in. car. Hence his application to the Canadian Freight Association, and subsequently to the Board of Railway Commissioners, for a reduction in the minimum carload weight of "Toasted Corn Flakes." The application is limited to points west of Port Arthur and Fort William, because the Company's shipments to points in Ontario, Quebec, and the Maritime Provinces are covered by special freight tariffs on the basis of a minimum weight of 20,000 lbs. per car.

In answer to the application, it was stated by Mr. Pullen, on behalf of the Canadian Freight Association, representing the railway companies, that a committee composed of traffic officials of interested railway companies, had interviewed Mr. Wallace, the representative of the applicant in London, Ontario, with a view to a settlement of the points at issue. That committee made a report; and from it Mr. Pullen quoted several paragraphs,—in one of which it is admitted that the applicant, as regards the shipping of his goods, is under a "handicap" in the race with his competitors, as follows:

> "It developed during our discussion that Mr. Wallace's handicap is very "largely on account of the fact that his product consists entirely of Toasted Corn "Flakes, whereas his competitors are manufacturing other articles which can be "mixed with a lighter product, and, therefore, through this mixing the minimum "weight of 30,000 lbs. can invariably be loaded in the car. This cannot be done "from London, for the reason that Mr. Wallace manufactures no other product."

It was further stated by Mr. Pullen, regarding the attitude of the railway companies, that—

> "In establishing a minimum carload weight it is the desire of the railway "companies to fix upon a minimum which will, as nearly as possible, correspond "to the actual loading capacity of a standard thirty-six-foot car, and, having done "so, provide a rating which will be uniform as to all kindred articles. 'It is,' he "says, 'impossible to adopt a uniform minimum weight that will exactly fit in "with the loading capacity of a car for all the varying kinds of grain products "and cereals; there is such a wide disparity in the weights thereof. The carload "rating and the minimum weight are inseparably connected one with the other, 'the combination of the two resulting in a carload charge which the railway feels "is fair and equitable.'
>
> "Mr. Wallace," he says, 'apparently fails to appreciate that the eighth class 'basis of rates is an exceptionally low one, and that if the minimum were reduced, "as he asks, from thirty to twenty-four thousand pounds, it would be necessary 'for the railways to advance the rate from eighth to fifth class in order that they "may obtain adequate revenue for the hauling of a carload of freight. Even if "the fifth class rates were granted, coupled with a minimum of twenty-four thous-"and pounds, it would result in a total charge per car somewhat in excess of "thirty thousand pounds at eight class.'"

Thus, a "handicap" is admitted; an explanation is given; it is stated that "it is the desire of the railway companies to fix upon a minimum which will come

"as nearly as possible, correspond to the actual loading capacity of a standard 36-"foot car;" and it is not denied that the minimum for a standard car of "Toasted "Corn Flakes" is double the weight which can be put into such a car,—an amount which is strikingly at variance with the alleged desire of the railway companies; and the only explanation is the lightness of the commodity.

The applicant admits that "Toasted Corn Flakes" are very light; and, therefore, he does not ask for the usual minimum of 15,000 lbs. (the actual loading capacity of a standard car of his goods), but offers to accept a minimum of 24,000 lbs., which means that for every 15,000 lbs. that he ships he is willing to pay the freight charges on 24,000 lbs.

The railway companies have refused this offer. They insist on the 30,000-pound minimum, and object to making any reduction therein, unless they are allowed to increase the rating from eighth class to fifth class, which, as admitted by Mr. Pullen even on the 20,000-pound minimum, would result in higher freight charges than on the maximum load og 15,000 lbs. at the L.C.L. rate,—a manifest inconsistency.

The applicant states that his shipments to the Western Provinces are nearly all in carload lots (C.L.); and the result of the stand taken by the Canadian Freight Association (alias the railway companies within the legislative authority of the Parliament of Canada) is, as stated by the Chief Traffic Officer of the Board, that "in practice there is no carload (C.L.) rating, the less-than-carload (L.C.L.) applying on any quantity."

The contention of the railway companies that a light or very light commodity is, and can be, given a minimum approximating its carload weight only by putting it into a higher class or imposing a higher rate, so as to insure to the carrier approximately the same earnings per car as are obtained from hauling cars loaded with other commodities of the same class, may be in accordance with the usual practice in the making of *commodity rates*, "for which compensation is often conceded by a shipper in the shape of a greater minimum weight"; but it is not by any means an invariable rule in the classification of commodities.

The Canadian Classification contains numerous instances of minimum weights lower than the standard for the class in which the articles are placed, which is what the applicant desires in the case under consideration.

The articles classified are arranged in groups from "A" to "W"; and, on examining these groups only to the end of "E", we find the following examples of departures from the standard minimum weight, without any change in the rating:

—	Special Minimum.	Class Minimum.
	lbs.	lbs.
Ale and beer barrels	20,000	30,000
Wooden hoops	24,000	30,000
Baskets	20,000	30,000
Beehives	16,000	24,000
Boats	20,000	24,000
Boxes	20,000	30,000
Empty carboys	20,000	24,000
Coffins	14,000	24,000
Show cases	14,000	24,000
Woolen mill clippings	24,000	30,000
Corn cobs	20,000	30,000
Cork	20,000	24,000
Raw cotton	20,000	24,000
Crates	20,000	30,000
Creamers	20,000	24,000
Lamp chimneys	20,000	24,000
Electric light globes	16,000	20,000
Street lamps	16,000	20,000
Lantern globes	20,000	24,000
Excelsior	20,000	24,000

Even in the case of *commodity* rates, the practice spoken of by the respondent companies is sometimes departed from. In the commodity tariff on grain products from Ontario milling centres to eastern points, for example, while the rate is the same on all such products, the minimum carload weights vary according to the density of the commodities, some taking a minimum of 40,000 lbs., others 35,000 lbs., and the remainder 30,000 lbs.

Also in *special* tariffs it is to be noticed that the rule is violated when there is, or appears to be, a good reason for the violation. Notice two instances:

(1) Tanbark is carried at the same rate as lumber, and yet it is given a much lower minimum weight per car.

(2) Live hogs and sheep are rated ninth class, but with the following difference in the minimum weight,—

Single-deck cars, hogs, 20,000 lbs., sheep, 18,000 lbs.

Double-deck cars, hogs, 30,800 lbs., sheep, 28,600 lbs.

Throughout what is known as "Official" territory, by an exception in the Official Classification of the United States, flaked breakfast foods, including that under consideration in this case, are carried at a minimum of 20,000 lbs. The principal centre for the manufacture of these foods is Battle Creek, on the line of the Grand Trunk Railway; and the Grand Trunk Company accepts this minimum to all points west of the Detroit and St. Clair Rivers,—the rating being fifth class, the same as that of carloads of wheat, buckwheat, and corn flour or meal, put up in paper packages and packed in boxes or barrels, on which the minimum is 40,000 lbs.

In the Western Classification, U.S.A., the rating for breakfast cereals is fifth class, with a minimum of 30,000 lbs. for the uncooked and 20,000 lbs. for the flaked or toasted article.

Down to November, 1902, the Canadian Classification minimum for all carload freight in the fifth and *lower* classes was 24,000 lbs.; and this minimum applied on shipments to the West as well as to the East. The minimum was increased, because of the increased capacity of many of the cars which were coming into use; and shippers have not complained of an increased minimum on ordinary commodities shipped in cars of greater capacity than those formerly in use; but in making the change the companies should not have failed to make reasonable

provision for the lighter traffic which cannot be loaded to much, if any, more than half the new minimum.

Further, I may state that, according to an exhibit filed by Mr. Pullen, the eighth class rates of the schedule known as "Scale 'A'" under the Canadian Classification do not differ very much from the fifth class rates from Duluth under the Western Classification of the United States,—the rates for some distances being a trifle higher and for longer distances somewhat lower.

Hence, in view of the alleged, and unquestioned, desire of the railway companies to fix upon a minimum which will, *as nearly as possible*, correspond to the *actual* loading capacity of a standard 36-foot car; the "handicap" imposed upon the applicant by the Canadian Freight Association in compelling him to pay for the carriage of carload shipments, on the basis of a standard minimum of 30,000 lbs., or double the weight of his goods which can be shipped in a standard 36-foot car; the inconsistency of arranging so that the rates on carload, or wholesale quantities are higher than on less-than-carload, or retail, quantities; the practice of our Canadian railway companies in frequently reducing the minima without increasing the rating, as shown in the sample instances submitted above; the fact that prior to November, 1902, when the traffic was less than at present, the minimum for all carload freight, east and west alike, was 24,000 lbs., the fact that the minimum for this commodity throughout the Western States is 20,000 lbs., and the minimum for this and other flaked breakfast foods in the "Official" territory, throughout the North-eastern States is 20,000 lbs., notwithstanding the fact that the standard minimum for the class of commodities in which it has been placed is 35,000 lbs.—in view of these facts, my opinion is—

That, without changing the rating, the minimum carload weight for a standard 36 ft. 6 in car, commonly spoken of as a 36-foot car, of flaked or cooked cereals (which may be enumerated if the companies so desire) should be reduced so as not to exceed 24,000 lbs.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott, and Mr. Commissioner McLean concurred.

Application Gundy-Clapperton Company et al.

Classification Ratings on Cut Glass.

The Gundy-Clapperton Company, Limited, the Goldsmiths' Stock Company, and Gowans, Kent & Company, Limited, applied under Section 321 of the Railway Act, for a reduction in the rating in the Canadian Classification on cut glassware, from double first class to first class.

Judgment, Mr. Commissioner McLean, March 15th, 1911.

Cut glass is an article of luxurious consumption appealing to a limited class. It is not, in my opinion, of such general use as fine china with whose rating it has been compared, the latter being first-class. As a matter of common observance, where a household has a couple of pieces of cut glass it will probably have at least half a dozen pieces of fine china-cups and saucers and the like. Cut glass has more of a seasonal demand, and because of these conditions the volume of china moving is more apt to be steady. It is, in my opinion, more of a staple article. While these conditions make against the reduction asked for, I am in no way satisfied that the reduction of 50 per cent in earning power to the railways which the granting of the application would cause would mean any appreciable reduction in price to the consumer. It is hardly to be expected that the self interest of the producer would cause him to share the reduction with the consumer, since the demand for cut glass is relatively inelastic, i.e., the demand for it is independent of fractional variations in price.

I am, therefore, of opinion that the application should be dismissed.

Chief Commissioner Mabee concurred.

SESSIONAL PAPER No. 20c

Application The Canadian Piano & Organ Manufacturers' Association C. L. Minimum Weight on Pianos.

The Canadian Piano & Organ Manufacturers' Association applied, under Section 321 of the Railway Act, for the classification of musical instruments.

Judgment, Assistant Chief Commissioner Scott, March 9th, 1911.

The Applicants asked for a reduction of the minimum weight for carload shipments of musical instruments in refrigerator cars from 12,000 to 10,000 lbs.; or, in the alternative, for a direction to the railway companies to install heaters in box cars in which musical instruments are shipped during the colder months.

The application was received on the 2nd of December, 1910, and heard at a sittings in Toronto on the 12th of that month. At the request of the applicants the matter was allowed to stand until they had an opportunity of putting in a further submission. On February 22nd, 1911, a further statement from the applicants amplifying the evidence tendered at the hearing was received.

The minimum weight of 12,000 lbs. on musical instruments in carlots is provided by item 8, page 59, of Canadian Classification No. 15. It is admitted by the Applicants that they can load sixteen pianos in an ordinary box car and the aggregate weight of these pianos exceeds the minimum provided, but they state that not more than ten pianos can be placed in a refrigerator car, and in such case the weight of the carload is less than 10,000 lbs.

It is apparently necessary during some of the winter months when shipping pianos to the West to ship them in a refrigerator car, or in a box car with a special heater; otherwise the pianos are likely to become injured by the varnish checking or the veneer warping due to climatic conditions. During the rest of the year, pianos move in box cars without artificial heat and without injury from the frost. Therefore, the Application is confined to shipments during the winter months only.

It is contended by the Applicants that for some time special heaters have been put into box cars by some of the railway companies with shipments of pianos to the West during winter weather; and they say that if this practice, which has recently been abolished, were re-established they would be satisfied. On this point, Mr. Pullen, on behalf of the Canadian Freight Association gave the following evidence:—

"There is a small apparatus called I think the Economy Heater, a small oil "stove which is put in the cars occasionally to furnish some little heat and prevent "the goods from freezing. But it was never the idea of the railway managers to "furnish Economy Heaters for the protection of Pianos. We had no knowledge that "it was done until a comparatively short time ago."

THE ASSISTANT CHIEF COMMISSIONER: "Why is it done in con- "nection with refrigerator cars and not box cars if it is a thing that ought to "be put in anyway?"

MR. PULLEN: "It ought not to be put in. It was done owing to the over- "zealousness of agnts who were strongly competing for business. Some rail- "road wanted to offer a competing condition, to offset some disadvantage and take "the business from a rival. Some accidents ocurred form the toppling over of "these oil stoves and the burning of the car contents and so far as possible their "use was prohibited. They prohibited their use in the case of pianos. They "might permit them in a car of oranges, perishable freight that won't stand the "trip across the northern country in winter."

Since the railway companies have seen fit to withdraw this special privilege or consideration which they furnished to shippers, I do not see any provision of the Railway Act which would authorize the Board to order the companies to re-establish it. Paragraph (C) of ss. 3, of Sec. 317 of the Railway Act provides that:

"No company shall, subject any particular person, or company, or any "particular description of traffic, to any undue, or unreasonable prejudice or "disadvantage, in any respect whatsoever."

In discontinuing the practice of supplying special heaters for box cars, I do not think the companies are violating this provision of the law. The musical instrument manufacturers have eight months of the year to send their shipments forward in the standard box car, and if because of the special frailty of their commodity special facilities are required during winter months, these special facilities can be obtained by the use of refrigerator cars, and therefore it would be unreasonable to require the railway companies to equip their box cars with special heaters, which one can readily see might be the cause of fire and occasion considerable damage thereby, not only to the rolling stock of the company but to the commodities of other shippers.

In a letter from Mr. Jones, a manager for the Mason & Risch Piano Company, addressed to his firm in Toronto, put in as Exhibit "D" by the Applicants with their letter dated February 21st last, he states in complaining of the injury to pianos shipped to the West in a box car—

"Two heaters in car, but no attention given to them after leaving Toronto, "as car upon arrival here had original Grand Trunk seals."

Evidently these heaters require attention en route, so that in addition to the cost and danger of fire in installing these heaters the railway company to insure that the heaters work satisfactorily would have to have an employee attend to them at divisional points. Unless special remuneration were charged for such a service, I do not think it would be reasonable for the Board to order it. I am, therefore of the opinion that, that feature of the Applicant's request should be refused.

The alternative relief which the Applicants ask for is, the reduction of the minimum on car lots of musical instruments from 12,000 to 10,000 lbs. when refrigerator cars are used. The provision for a minimum weight of a carload is provided by the railway companies to insure a reasonable return to the company in the way of revenue for its services in moving a commodity which has the exclusive use of the car. It should be based of course upon what would be a fair load for the car, but in many instances commodities which move in carlots are not of an aggregate weight equal to the minimum provided by the railway companies. Pianos as bulky and are shipped standing upright. Only ten pianos can be put in a refrigerator car, but there is a large space between the top of the piano and the roof of the car which is vacant. If this space were filled by pianos being piled one on top of the other, the minimum weight would undoubtedly be exceeded; but because of the fragile nature of the article the shippers in their own interests prefer to ship the instruments as I have stated.

These refrigerator cars are more expensive to build than the ordinary box cars, and because of their construction and being specially heated, pianos can be moved in them without injury from the weather during winter. The providing of this special equipment for musical instrument manufacturers who desire to ship during the winter months is a special advantage for which it is not unreasonable for the railway companies to expect remuneration, and this remuneration is secured to them by their providing for the 12,000 lb. minimum, which necessitates the shipper paying for about 2,000 lbs. more freight than he actually ships.

Under these circumstances, I think it is not unreasonable for the railway companies to be paid on the basis of a 12,000 lb. minimum, and I am therefore of the opinion that this application should be dismissed.

Chief Commissioner Mabee and Commissioners Mills and McLean concurred.

Application of H. E. Ledoux Company, Winnipeg, Manitoba. Carload Rating on Cigars.

The H. E. Ledoux Company of Winnipeg, in the Province of Manitoba, applied for carload classification on shipments of cigars.

Judgment, Assistant Chief Commissioner Scott, March 9th, 1911.

This application was heard at the sittings in Montreal on the 24th of January last. Mr. Ledoux manufactures cigars in Montreal and ships them to Winnipeg to a distributing warehouse in that city. It was stated at the hearing by Mr. Walsh, who appeared for the applicants, that the applicants would ship between eight and twelve carloads of cigars from Montreal to Winnipeg annually. These movements would be made possible, because of the peculiar practice followed by the applicants of manufacturing in Montreal and shipping direct to their warehouse in Winnipeg. There is no evidence that any other manufacturer of cigars in the east would ship any number of carloads westward if this application were granted. Mr. Walsh stated that there were other manufactureres interested in the application, and he mentioned the George Tuckett Company, of Hamilton, and the Rock City Tobacco Company of Quebec. Speaking of the former Company, he says they would move a few cars a year; and of the Rock City Tobacco Company, that they would probably move one or more cars, but he would not say how many.

At first blush it does not appear reasonable that an application for a car-lot rating should not be granted where it is established that there would be car-lot movements of the commodity in question. However, consideration must be given to the effect the granting of such a request would have upon the business of other manufacturers of cigars, and also upon the revenues for the movement of such a commodity on the railway companies. Although we were not given very satisfactory evidence on the volume of the cigar traffic to the west, I think it can be fairly assumed that the shipments that would move in car-lots would be a small percentage of the traffic. Other manufacturers of cigars in the east who do no carry on their business in the same way as the applicants and who have no need of a car-lot rating, as they do not and would not ship in car-lot quantities, would be discriminated against by the preference which such a rating would give the applicants. Before such an application of this kind should be granted, I think it should be satisfactorily established, that a fair percentage of the traffic would move in car-lots There is no such evidence before us. In fact, I think it is quite clear that apart from Mr. Ledoux's shipments, and perhaps a few cars of one or two other manufacturers, the bulk of the traffic would move L. C. L.

Then I think we should consider the effect the granting of this application would have upon the revenues of the railway companies. Cigars are a luxury. They are now rated L. C. L. first class. There is no complaint that the rate is excessive. The effect of granting the application would be to reduce the railway companies' revenue for moving such quantity of the commodity as would go in car-lots 47½ per cent; that is, if a car-lot rating of fourth class, as is asked, were granted. If the application were granted, it might well be contended that other luxuries now rated at first class should receive similar reductions in rates.

I therefore think that, until the Board is satisfied that the establishment of a carload rating on cigars would result in a substantial percentage of the traffic moving that way, and that it would be taken advantage of by a reasonable number of those in the trade, the application should be refused.

Chief Commissioner Mabee and Mr. Commissioner McLean concurred.

Grand Trunk and Niagara, St. Catharines & Toronto Railway Companies.

The Grand Trunk Railway Company applied, under Section 229 of the Railway Act, for an Order authorizing the installation, maintenance, and operation of a full interlocking plant where its tracks cross the tracks of the Niagara, St. Catharines & Toronto Railway Company between Clifton Junction and Stamford, in the Province of Ontario.

By its Order the Board directed that "Hayes" derails be installed at the said crossing in the track of the electric company on opposite sides of the diamond, each one hundred and fifty feet distant therefrom; the whole to be interlocked and operated by a day and a night watchman.

Judgment, Chief Commissioner Mabee, April 19th, 1910.

When this application was before the Board for consideration, and when the Order of the 17th February, 1910 (the terms of which are now in dispute), was made, the Board had not been informed of the exact terms of the contract made between the Grand Trunk and the St. Catharines and Niagara Central Companies, dated 1st of August, 1887. In my judgment this contract affects the application and the Order in question.

The Chief Engineer thought that the protective device referred to in the Order was sufficient, and in spite of the persistent protest of Counsel for the Grand Trunk Railway Company, the Board adopted the recommendations of its Engineer. Now, however, when the contract is produced, under clause 3, the St. Catharines and Niagara Central Railway Company, in that contract, called the "Niagara Central," agreed with the Grand Trunk that it would "forthwith construct, provide, keep, "and maintain the crossing of the description, pattern, and form, from time to time "required by the General Manager for the time being of the Grand Trunk and to "his entire satisfaction, the description, form, and pattern of crossing to be such as "shall from time to time be approved of by the Railway Committee of the Privy "Council of the Dominion of Canada."

Clause 11 is as follows:—

"That if at any time the 'Niagara Central' neglect to maintain or keep the "crossing in proper order to the satisfaction of the Chief Engineer of the Grand "Trunk for the time being, said Grand Trunk may cause such repairs or mainten- "ance as the case may be, to be done as the said Chief Engineer for the time being "may from time to time consider necessary for the safety of the said crossing and "of the trains and Engines passing on the line of the Grand Trunk, and the public "using said Railway, and the cost of so doing shall be paid by the 'Niagara Central' "on demand, on presentation of the certificate of the said Chief Engineer of the "Grand Trunk stating the amount of said cost, and said certificate shall be taken "and held to be conclusive evidence of said cost, and if payment is not made on "presentation of the said account to the Chief Executive Officer of the 'Niagara "Central,' in any and every case, the Grand Trunk shall have the same power and "rights as in case provided for in the next preceding section of this agreement."

The section referred to gives the Grand Trunk authority, in the event of accounts not being paid, to remove the crossing and the man employed to attend to the signals, under which circumstances the rights granted by the contract cease and are at an end.

Now it seems to me that the Junior Road (the Niagara Central), having entered into the above agreement, under which it bound itself to keep and maintain this crossing, in such condition, pattern, and form as required by the Grand Trunk, the Board should not cut down the terms of that agreement. Of course, it might be that if the Grand Trunk did not require the safety devices and protective measures at this crossing that the Board thought were necessary, then the latter might, in the interests of the public, require additional protective measures to be established and put in operation; but in the case in hand the Junior Company has placed itself entirely in the hands of the Senior Company, and the Senior Company now says that it insists upon a full interlocking plant being installed. The Niagara Central is bound, under the terms of this agreement, to install and maintain such a plant. It is for the Senior Company to say what the standard of protection shall be at this crossing; and even if the Board were of the opinion that the protection required by the Senior Company was greater than necessary, in my judgment it should leave the parties who made the agreement to the rights contracted for under it.

In view of this state of facts the Order above referred to should be rescinded, and the Junior Road should be required to furnish the protection called for by the Senior Road under the terms of the agreement.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

Dominion Park Company of Montreal v. the Bell Telephone Company of Canada.

The Dominion Park Company complained that the Bell Telephone Company charged excessive rates for the use of telephones installed at Dominion Park, in the City of Montreal.

Judgment, Mr. Commissioner McLean, April 27, 1910.

The Dominion Park Company has had installed at Dominion Park the following telephone equipment:—

1 desk telephone paid for at yearly rate.
3 desk telephones paid for at short term rates.
2 extensions paid for at short term rate.
1 pay station with a minimum guarantee of $22.00 per month.

There is no complaint regarding the telephone which is paid for on a yearly rate of $117.00. It is true that this sum was paid during the year 1909 is $2.00 in excess of that paid during 1908, but additional charge is made because of the change from a wall to a desk telephone.

The rates in force during 1909 are attacked as unreasonable, both because they are in excess of those charged in 1908 and antecedent years, and because certain elements of the charges are alleged to be unreasonable in themselves.

The complaints made in regard to excessive rates are three in number. It is contended that the following charges are excessive:—

1. $88.50 for four month's use of a desk telephone.
2. $12.00 for four month's use of an extension.
3. A minimum guarantee of $22.00 per month at the pay station.

The consideration of the matter is complicated by the fact that prior to 1909 the Bell Telephone Company charged the Park Company lower rates for some of these services. These are set out comparatively as follows:—

	1908.	1909.
Wall telephone	$60 00	.....
Desk Telephone	60 00	$88 50
Extension	12 00	12 00
Pay Station guarantee	15 00 per month.	22 00 per month.

It is contended by the Telephone Company that the rate increases during 1909 are due to the application of an erroneous rate base in 1908 and preceding years.

Reference to the charge made for the telephone paid for on a yearly rate will show how the rate of $117.00 is arrived at, and will indicate the basis on which the short term contracts are calculated. The charge within the City of Montreal, for a business desk telephone is $57.00 annum. Dominion Park is three miles beyond the nearest exchange limits. Under its tariff the Telephone Company charges $20.00 per mile for this excess mileage. This gives a total charge of $117.00 per annum.

The rule for the calculation of the short term charges was set out in the C.R.C. 1435 as follows:—

"Individual or Exchange Party Line on line of existing pole routes, charge "computed on 2/10 of yearly rate for first month and 1/10 of yearly rate for each "additional month. Minimum charge not to be less than $10.00."

The Park Company states that its short term rate from 1906 to 1908 inclusive was $60.00 This is not disputed. As has been seen, the Telephone Company sets out in its tariff a charge of $20.00 per mile for excess mileage. It is alleged by the Telephone Company, that, contrary to its intention when the sort term rates were published, its officials at various points, those at Montreal included, applied the short term rates not only to the service charges, but to the excess mileage charges as

well. It is further alleged that there was no uniformity in this respect, and that at some points the Company's officials interpreted the tariff as not applicable to excess mileage. But while this interpretation is alleged to have existed at Montreal, it does not appear that the actual charge of $20.00 had a tariff basis. The yearly rate for a desk business telephone in the City of Montreal being $57.00, five-tenths of this, which would be the tariff charge for four months gives $28.50; add to this five-tenths of the excess mileage charge at $20.00 per mile, and the total would be $58.50. There is a further discrepancy in the case of wall business telephone used during 1908. The annual rate for this in the City of Montreal is $55.00. The short term rate computed as above gives a charge of $57.50.

It is apparent that while the wording of the short term provision of the tariff lent itself to the construction alleged to have been placed upon it, no tariff basis existed for the rates actually charged.

To correct the aberrancy of its officials in Montreal and various other points, Supplement No. 1 to C. R. C. 1435 was issued on September 1st, 1907. This stated that:—

> "Individual or Exchange Party Line service may be furnished by the "month where there are available spare circuits. Charge to be computed on "two-tenths of the yearly rate for the first month and one-tenth of the yearly "rate for each additional month, plus the full yearly charge for excess mileage, "should subscriber be located beyond exchange limits, the minimum charge "not to be less than $10.00."

In terms of this tariff direction, the charge for four month's service of a desk business telephone would be $28.50, plus the charge for the excess mileage at $20.00 per mile, being a total charge of $88.50.

The Montreal officials were singularly inattentive to the foregoing direction for, having become accustomed to a short term charge of $60.00 they continued it during 1908, notwithstanding the fact that it was contrary not only to the terms of the circular, but also to the interpretation they are alleged to have placed on the tariff provision which the circular superseded.

The charge of $88.50 is now in accordance with the tariffs legally in force. No dispute is raised regarding the service charge. There remains the question of the excess mileage charge.

Counsel for the Park Company did indeed animadvert upon the reasonableness of the general excess mileage charge saying:—

> "The annual charge of $20.00 a mile for stringing a wire on Poles already "existing it seems to me is pretty excessive." (Evidence, p. 899.)

But the reasonableness of this charge *per se* was not attacked, no evidence being introduced looking in this direction. He had already stated that the charge for the telephone paid for on a yearly rate was not in issue. (Evidence, p. 884.) In this charge the excess mileage charge is a constituent element. The gravamen of his contention was, in reality:—

> "that the short term rate should apply even to this mileage charge . . . ." (Evidence, p. 898.)

I cannot see that the arrangements existing in regard to short term service charges can justifiably be extended by analogy to the excess mileage charges. The statements in evidence were to the effect that, the service involved running two wires from the East Exchange near the corner of St. Catharines Street to Dominion Park and keeping these wires up throughout the year for the exclusive use of the Dominion Park Company since there is no other use for them after the Park is closed. But what the evidence did not make clear and what is apparent in view of the fact that this is not a party line service is that there are two wires for

each telephone, or ten wires in all that have to be installed and maintained. The excess mileage is charged on a portion of three miles. In the case of the telephone instrument the cost is covered in the first charge. But in the case of the wires covered by the excess mileage there are continuing maintenance charges. It is true that four of these telephones are disconnected at the end of the season, the one on which a yearly rate is paid being kept in service so that the caretaker may from time to time communicate with the city offices of the Park Company. But the disconnection of the telephone does not lessen the maintenance charges of the wires. It is also established that on the average, the cost of maintenance for the short period will not be less than for the year. If under these conditions the peculiarities of the business of the Park Company are such that it does not make use of the extra circuits throughout the whole year, I do not see when these are reserved for its exclusive use why a reduction should be made in respect of excess mileage charges.

INCREASE OF GUARANTEE FOR PAY STATION.

Prior to and including 1908, the Park Company was obliged to guarantee that tolls paid would not be less than $15.00 per month; 25 per cent of the receipts in excess of this amount was to be paid to it. Under the contract which the Park Company entered into with the Telephone Company on May 12th, 1909, the former was required to guarantee a minimum of $22.00 per month, and was to receive 25 per cent of the local tolls in excess of this guarantee and 10 per cent of the long distance tolls, exclusive of messenger service. Regarding this increase in the guarantee, the Park Company states that the receipts of the pay station during 1908—

> "averaged about $22.00 per month during the season the Park was open, and "our Company received 25 per cent of the receipts above the guarantee of "$15.00; and this arbitrary advance in the amount of the guarantee is evidently "intended to cover the expected receipts from the service based on those of last "season."

The rejoinder of the Telephone Company is as follows:—

> "The reason for this increase is that the guarantee for pay station conforms "to the rental charge, and as the Park Company is only open for four months, "a guarantee of $22.000 per month corresponds with a rental of $88.00 per "annum in the same way as the former guarantee of $15.00 per month corresponded with the former rental charge of $60.00 per annum."

It is necessary to discuss the merits of the allegations above set forth.

The Railway Act, Subsection 29 of Section 2, defines telephone toll as follows—

> "Telephone toll means and includes any toll, rate or charge to be charged "by the company to the public or any person for the use of a telephone system "or line, or any part thereof, or for the transmission of a message by telephone, "or for the installation and use of telephone instruments, lines or apparatus, or "for any service incidental to a telephone business."

And the provision that must be met before such toll or tolls can become operative is set out in Subsection 2 of Section 4 of the amending Act of 1908 (7-8 Edward VII, Chap. 61.)

> "The Company shall file with the Board tariffs of . . . . . telephone tolls "to be charged . . . . and the company shall not charge, and shall not be "entitled to charge any . . . . telephone toll in respect of which there is "default in such filing. . . . "

To bring the agreement between the Telephone Company and the Park Company within the scope of the toll clauses, in respect of the pay station telephone, it would be necessary for the Park Company to stand within one or both of the following provisions of Subsection 29 of Section 2:—

"(a) Toll, rate or charge to be charged by the company to the public or "any person for the use of a telephone system or line . . . . ."

"(b) or for the installation and use of telephone instruments. . . . ."

The agreement does not fall within the first of these provisions for it is clear that the Park Company is not "the public or any person" charged. The pay station is not used by the Park Company, its telephonic communications being carried on by means of the other telephones already referred to. Nor can it be established that the agreement falls within the second provision, since the "installation and use" are not separate but conjoint, thus indicating that the use is by those for whom the installation is made.

It cannot, therefore, be reasonably contended that any toll is being charged the Park Company for the use of this pay station. The Park Company is interested in the use of this telephone only in so far as it may either obtain an indirect advantage to its business through enabling its patrons to utilize this facility or a direct advantage through participating in the takings of the pay station. The real objection of the Park Company is, that under the new agreement its revenues from the pay station will be much decreased if not entirely eliminated. It is admitted by it that throughout the takings at the pay station have been at least equal to the guarantee.

The question of the terms on which the Park Company will permit the pay station to be installed depends upon a contractual relationship which does not fall within the terms of the jurisdiction conferred upon us in respect of telephone tolls. It is also apparent that the agreement setting out these terms does not *qua* agreement fall within our jurisdiction.

It does not appear from the agreement between the Telephone Company and the Park Company what toll is charged for a message sent from the pay station in question. The Telephone Company has on file with the Board in C. R. C. 3 a Standard Tariff of Local Tolls which sets out the following:—

Exchanges of less than one thousand subscribers.	5 cents.
Exchanges of one thousand subscribers or over.	10 "

It may be that this covers the question of pay station messages, although this Tariff does not clearly set this out. In view of the fact that this point was neither raised nor discussed at the hearing, it does not at present seem expedient to issue any order in the matter. But the Telephone Company should, within fifteen days from the issuance of this Judgment explain in exact detail just what is covered by this tariff.

For the reasons stated I cannot see how the board can interfere as far as the terms of the pay station contract between the Park Company and the Telephone Company are concerned.

EXTENSION SERVICE.

Under its tariff C. R. C. No. 1435, the Telephone Company provides in substance that an extension L. D., wall or desk equipment set may be furnished for a period of three months, or less, for $5.00. For any longer period the yearly rate is charged. The yearly charge for a desk extension set, the type used by the Park Company, is $12.00. Counsel for the applicant contends that as this extension is being used for only four months, the charge should be one-third of the annual charge. This contention was not, to my mind, affirmatively established. At the same time it appears that the conditions in connection with these extension services are sufficiently akin

to those in connection with the telephone instruments themselves to warrant the application of the short term rates. It would, therefore, appear reasonable to say that the charge should be two-tenths of the yearly rate for the first month, and one-tenth of the yearly rate for each additional month, with a minimum of $5.00. This will make a short term charge of six dollars for a four month's service.

Chief Commissioner Mabee concurred.

Niagara, St. Catharines & Toronto and the Canada Southern and Toronto, Hamilton and Buffalo Railway Companies.

The Niagara, St. Catharines & Toronto Railway Company applied, under Sections 167, 237, and 227 of the Railway Act for (*a*) the approval of the revised location of its line of railway through certain concessions in the Township of Crowland, County of Welland, between mileages 11·53 and 13; (*b*) for authority to construct certain highway crossings in the said Township, and (*c*) for leave to cross the tracks of the Canada Southern and the Toronto, Hamilton and Buffalo Railway Companies.

Judgment, Chief Commissioner Mabee, May 18th, 1910.

On the 3rd of February an Order was made in this matter granting leave to the Applicants to cross the lines of railway of the Canada Southern and the Toronto, Hamilton and Buffalo Railway Companies at the point marked "A" on the plan filed. This Order was granted upon the report of the Board's Chief Engineer, who had been inspecting the location of the line and the point of crossing of the Grand Trunk and also certain highways in the vicinity. Representatives of the Toronto, Hamilton and Buffalo and the Michigan Central Railways were present when the inspection was made, although at that time there was no formal application on file with the Board to cross the lines of these latter Companies. Acting upon the report of the Engineer the Order of the 3rd of February was inadvertently made, as at that time the answers of the two latter companies to the application had not been filed. Later on, when the position of the matter was pointed out, a hearing was directed and that took place at Toronto on the 22nd March, when the matter was fully presented by the Chief Engineer of the Michigan Central Railroad Company, Mr. Shearer, Division Superintendent of the Michigan Central Railroad Company, and by Mr. Adams for the Toronto, Hamilton and Buffalo Railway Company.

The Applicants have their route map through the vicinity in question approved by the Minister of Railways and Canals. They have a charter for the construction of a railway from St. Catharines to Welland. To connect these points they must pass the locality in question. It is agreed that if there must be a level crossing, the point "A" upon the plan is the only practical point at which said crossing shall be established. It is also admitted that it is impossible for the Applicants to carry their line under the lines of the other two railways, owing to the proximity of the Welland Canal. The Applicants, then, must either cross at grade or by means of an overhead bridge.

Since the hearing I have carefully gone through all that was presented to the Board, and have discussed the matter fully with our Chief Engineer. I have also gone over with him all the points referred to in the letter of Mr. Webb, Chief Engineer of the Michigan Central Railroad Company, addressed to me and dated the 23rd of March; and although it is with hesitation, so far as I am concerned, that I consent to a level crossing, I feel driven to do so by reason of having formed the opinion that an overhead bridge is impractical, not only on account of the expense, but on account of the two per cent grade that would be necessary to carry the lines of the Applicants over the other lines by means of such a bridge.

Mr. Mountain assures me that the point taken in the letter of Mr. Webb above referred to, regarding the installation of a half-interlocker within the limits of a full interlocker, has no application, because he is not proposing to establish a half-

interlocker upon the lines of the Electric Road. He also assures me that it will not be necessary to establish an electrical plant, but that the whole of this interlocking device can be operated mechanically by the man in the tower from the point where it now stands. He also further assures me that any delay or inconvenience in connection with the crossing will be imposed upon the Applicants and not upon either of the steam roads. The man in the tower will be the employee of the steam railways, and will have entire charge of the interlocking device, and there should be no unreasonable danger to the public by reason of this level crossing.

Mr. Shearer, at the hearing, took the point that the Applicants would object seriously to the delay of their cars, and that within three months after this crossing was established they would be protesting against any delay by the trains of the steam railways and would be applying to the Board for relief.

I am assenting to this crossing upon the understanding that whatever inconvenience may arise is to be suffered by the Electric Railway, because our Chief Engineer assures me that it must so result.

The matter has been considered as if the Order of the 3rd of February had not been made, and from all the information I am able to gather regarding the situation, it seems to me there is no alternative but to permit the Applicants to cross as the Order of the 3rd of February permitted them. The fourth clause, however, must be changed so that the detail plans shall be submitted to the two steam railways by the Appplicants, and also to the Board for the approval of its Chief Engineer.

The question of cost of the additional interlocking plant will be reserved, and also the expense connected with its operation until after the approval of the detail plans, so that the Board will understand just what additional expense this crossing means not only in the installation of the plant, but in its operation. The better course to pursue is to rescind the Order of the 3rd of February and let a new Order be drawn dated the 22nd March, the date of the hearing, with the amendments above indicated, and also reciting the presence of Counsel for the steam railways.

Winnipeg Board of Trade v. Telegraph Companies.

The Winnipeg Board of Trade and the Winnipeg Grain Exchange complained against the Telegraph Companies on account of rates on messages into and out of the City of Winnipeg.

Judgment, Assistant Chief Commissioner Scott, June 11, 1910.

At the sitting of the Board in the City of Winnipeg, which commenced May 12th, 1910, the complainants herein submitted that the tolls charged by the Telegraph Companies under the jurisdiction of the Board for messages into and out of Winnipeg, were unreasonable, excessive, discriminatory, and in some instances had recently been increased. The complainants were not prepared to make any specific charge, nor would they at the time undertake to embark upon an investigation of the reasonableness of the telegraph tolls on messages into and out of Winnipeg, although an opportunity to do so was offered to them. Counsel for the complainants would go no further than to urge that a general investigation into the reasonableness of all telegraph tolls should be undertaken by the Board, similar to the general investigation of the rates charged by Telephone Companies and Express Companies. The Telegraph Companies opposed the suggestion of a general investigation and submitted that specific charges of undue preference or unjust discrimination should be made by the complainants. Telegraph tolls have only recently been brought under the jurisdiction of the Board; and since that time there has not been an investigation into the reasonableness of any telegraph tolls, other than those on messages for newspapers, which the Board has now under consideration. A great deal of labour has been expended and much time spent in the general investigations into telephone tolls and express tolls, which were embarked upon sometime ago; but neither

of them is yet completed. The experience of the Board in these cases is not favourable to general investigations. They are apt to be cumbersome and generally unsatisfactory, nevertheless, I think that an investigation of some specific telegraph tolls will be in the public interest and of some assistance to the Board in dealing with telegraph tolls in the future.

When this matter was before the Board at the recent sitting in Winnipeg, we stated that some investigation of the rates into and out of Winnipeg should be held; but we reserved our decision as to what form the inquiry would take. I am now of the opinion that an investigation should take place at the next sitting of the Board in Winnipeg, into the fairness and reasonableness of the tolls charged by Telegraph Companies for messages between Ontario and Quebec points and Winnipeg, and between Winnipeg and points in Manitoba, Saskatchewan, Alberta and British Columbia.

An application has been made to the Board by the Canadian Pacific Railway Company and the Great North Western Telegraph Company for approval of their tariffs of tolls pursuant to Subsection 2 of Section 4, Chapter 61, of the Statutes of 1908; but these tariffs have never been approved. Under these circumstances, and in view of the fact that it is not the present intention of the Board to hold any general investigation into telegraph rates, I think that the Companies doing a telegraph business in Winnipeg should be called upon to justify the reasonableness of their rates into and out of Winnipeg so that at the meeting in September the onus of satisfying the Board that these rates should be approved will be on the Telegraph Companies.

If the Applicants wish to appear in opposition to the Telegraph Companies they will be heard.

Mr. Commissioner Mills concurred.

The question of the approval of these telegraph tolls was considered at a sitting of the Board held at Winnipeg, September 23, 1910. A further general inquiry into these tariffs of tolls of telegraph companies and the settlement of proper forms for telegraph companies to use will be held at Toronto, April 24th, 1911.

DESILETS VS. GRAND TRUNK RAILWAY COMPANY.

The Applicant, Thaddee Desilets, of the Parish of St. Celestin, in the County of Nicolet, Province of Quebec, applied, under Sections 252 and 253 of the Railway Act, for an order directing the respondent company to provide and construct a suitable crossing where its railway crosses the Applicant's farm.

Judgement. Chief Commissioner Mabee, July 13th, 1910.

Notwithstanding the clause in the deed referred to by Mr. Beckett, which by the way is not at all clear or definite, there is authority conferred upon the Board to grant this crossing, if it appears reasonable that the applicant should have one. As matters stand the applicant's farm is cut in two and he has no access to the southerly part. It is true this is caused by his severing the lot and conveying a portion to his son, upon which the orginal crossing was. The portion conveyed contained 56 arpents and that retained, 60 arpents and it is for the later the new crossing is asked. In one view the applicant is entirely to blame—he had a crossing, he conveyed it away, retaining a portion of his holoding, severed by the railway. The latter was in no way to blame for this state of affairs, and railways cannot be expected to furnish crossings for every strip of land no matter how narrow it may be. However, in the present case the portion retained is substantial and I think it is not unreasonable that a crossing should be established at a convient point upon the applicant's land.

We were asked to say what would be the smallest parcel of land a crossing would be granted for. It is impossible to do so. Each of these cases will have to be disposed of upon its own facts.

Order to go for a crossing to be established and maintained at the expense of the applicant. If the parties cannot agree upon location same will be fixed by the Chief Engineer.

BIRTLE AGRICULTURAL SOCIETY OF MANITOBA

v.

CANADIAN PACIFIC AND GRAND TRUNK RAILWAY COMPANIES.

The Birtle Agricultural Society complained to the Board against an increase in the rates on wheat at points on the Yorkton Branch of the Canadian Pacific Railway Company, and excessive charges on wheat at certain points on the Grand Trunk Pacific Railway, and applied for an Order directing the Canadian Pacific Railway Company to appoint and maintain a permanent agent at Kelloe on its Yorkton Branch.

Judgment, Assistant Chief Commissioner Scott, July 30, 1910.

This case was heard at sittings of the Board in Winnipeg on the 12th and 13th of May, 1910; and after due consideration of the evidence given at the hearing, the presentation of the case by the representative of the Complainant Society, the statements and explanations of representatives of the Canadian Pacific Railway Company, and the report of the Chief Traffic Officer of the Board, we are of opinion that the said Railway Company did not succeed in justifying the advance in rates made on the 15th of June, 1908; and, therefore, our judgment is that the 16-cent rate complained of should be disallowed and the former rate of 15 cents from Harrowby, Millwood, Binscarth, Foxwarren, and Birtle, to Fort William and Port Arthur be restored.

The line of the Grand Trunk Pacific Railway from Winnipeg to Fort William or Port Arthur is not yet open for traffic. The traffic which it carries from Una and other points west has to be transferred to the Canadian Northern Railway or the Canadian Pacific Railway at Winnipeg. Hence we are of opinion that this part of the complaint should be allowed to stand until the line from Una to Fort William or Port Arthur is regularly opened for traffic, at which time it may be revived by the Applicant Society.

After an inquiry as to the traffic and the returns therefrom at Kelloe, the Canadian Pacific Railway Company has given instructions for the appointment of a permanent agent at that point (See letter of Mr. E. W. Beatty, dated June 7th, 1910); so no further action under this head is necessary.

Mr. Commissioner Mills concurred.

EUREKA COAL AND BRICK COMPANY

v.

THE CANADIAN PACIFIC RAILWAY COMPANY.

Complainants alleged discrimination in rates on coal from Estevan and also discrimination in switching charges on coal at Esteven, in favour of shippers at Roche Percee and Bienfait, and applied for an Order reducing the rate on coal from Roche Percee to all points east on the Canadian Pacific Railway Company's line to the rate now charged on the same commodity from Bienfait to all points

east on the said railway, and for an Order removing the switching charge of $2.00 per car now exacted from the said Roche Percee Coal Mining Company, and for an order rebating all overcharges already paid by applicant.

Judgment, Mr. Commissioner McLean, August 11th, 1910.

At the sitting of the Board of Regina in February, 1909, the application of the Eureka Coal and Brick Co. of Estevan was heard. Certain recommendations in the matter were subsequently made by the Board's Chief Traffic Officer. The Western Dominion Colleries Company, Bienfait, had not been made a party to the application. The Board upon further consideration of the matter concluded that, since the interests of the Western Dominion Company, as well as of others not represented at the Regina meeting, were affected, the matter would have to be postponed until all were poined as parties. Subsequently on the application of the Roche Percee Coal Mining Company, Limited, thre matter was gone into at greater length at the hearing in Winnipeg in November, 1909, when the Western Dominion Colleries Co. and the Eureka Coal and Brick Co. were represented by counsel.

By referring to the map attached it will be seen that the coal mining points of Bienfait, Estevan, Roche Percee and Pinto are situated on or adjacent to the lines of the Canadian Pacific in a section traversed by the Valley of the Souris River; Estevan is situated on the Portal Section of the Canadian Pacific Railway at a point of connection with the Estevan Section. The Portal Section runs from the International Boundary at Portal to Pasqua; and the Estevan Section runs East from Estevan to Kemnay on the main line near Brandon; Bienfait is on the Estevan Section and is the shipping point of the Western Dominion and of the Manitoba and Sackatchewan Coal Companies Colleries; between Estevan and Portal are located two other coal shipping points,, Roche Percee and Pinto.

Bienfait is 8·61 miles east of Estevan while Roche Percee and Pinto are respectively 10·23 miles and 14·98 miles south east of Estevan. While the railway distance from Roche Percee to Bienfait is 18·84 miles, the air line distance is about 3 miles.

From the statement of distances given and from the general situation as indicated on the map it would at first glance appear that the general situation was one which should be covered by a group rating. While statements of the direction of the coal movement are not available for all the points, it would appear that the bulk of the movement is eastbound. It was stated in evidence that 77% of the Roche Percee output and 70% of the Estevan output moved eastbound.

The rate from Bienfait east is 10 cents per ton lower than from Estevan and the other points on the Portal Section affected in the complaints before us. The rates for coal from Pinto Roche Percee and Estevan are grouped east and west: while Bienfait has a differential of 10 cents eastbound it is in the same group as Estevan westbound. Estevan while not wholly complaning of the eastbound differential enjoyed by Bienfait contends that a similar differential should be given to Estevan eastbound. Roche Percee contends that its eastbound rate should be the same as that given Bienfait.

Prior to 1905 all the points interested in the complaints before us were in the same group east and west and were tariffed accordingly, at the time the Western Dominion Colliery Co. reached their coal by drifting into the river bank from the valley ; the coal being shipped from Roche Percee station. The Roche Percee mine is located about three quarters of a mile from Roche Percee Station and the Western Dominion Company's mine about two miles beyond that of the Roche Percee Company.

In 1905 in consideration of a rate reduction of 10c., eastbound the Western Dominion Company abandoned its system of drifting in from the valley and sank a shaft from the prairie level. Under this arrangement the Colliery Company undertook to construct its own line from the shaft to Bienfait Station, a distance

of about four miles, to furnish its own engine and crew to move loads to Bienfait, to weigh its cars thus saving the railway the cost of weighing, and to deliver the coal to the railway at Bienfait Station. It is further to be noted that by this arrangement the railway freed itself from the haul of approximately 19 miles from Roche Percee.

As has been indicated Estevan does not seriously object to the Bienfait differential. There is however serious objection by Roche Percee which requires consideration. Reference was made during the hearing by a representative of the Roche Percee Company to the fact that the Roche Percee mine was only a short distance from that of the Western Dominion Company, but the situation to be considered is not what their geographical situation is or what is the air line distance separating them but what is their transportation situation. The fact that they were both originally shippers from the same station has no bearing on the situation now, the fact to be considered is the transportation situation and as has been indicated they are some 19 miles apart.

In addition to this the peculiar circumstances at Bienfait where there is a privately owned and operated spur and attendant relief of the railway from certain costs of haulage, go to show on the record before us that the 10c. differential is not excessive.

The Estevan application is concerned with the westbound movement. The counsel of the Eureka Coal and Brick Co. thought that not only should Estevan have the same differential westbound as it possessed by Bienfait eastbound but that the Roche Percee and Pinto rates should also be higher than those from Estevan. There is nothing before us which would adequately establish that the present group rating system from Roche Percee and Pinto works an undue preference or unjust discrimination against Estevan. The question of group rating arrangements has been much discussed not only by the Board but by other regulative bodies as well and there does not appear from the findings already made, or from the record now before us, that the railway has in respect of Roche Percee or Pinto abused the discretion which it possesses in regard to group rating.

In the consideration of the situation of the Western Dominion Company it is not necessary for us to consider whether there are any vested rights arising under an agreement, we may look at the existing transportation conditions by themselves. If the Western Dominion Company were now opening its plant near Bienfait, without, let us assume, any arrangement whereby it would perform its own switching or any other service which it has undertaken to do, there would appear to be more than a *prima facie* case for its being included in the same group with Estevan. Not only conditions of group mileage but also of competition in common markets would work to this end. If for example it is proper to continue Roche Percee 10.23 miles from Estevan, in the Estevan group, is it not justifiable also in the case of Bienfait at a distance of 8.61? There may also be borne in mind the grouping arrangement which existed when both the Western Dominion Company and the Roche Percee Company shipped from the same station. Then further the question of the gradients as between Roche Percee and Estevan and between Bienfait and Estevan might be adduced in favor of Bienfait. In view of the principle laid down in the decisions on group rating there would indeed appear to be a strong presumption in favor of Bienfait being in the same group with Estevan—a presumption which has not been rebutted.

What effect does the Bienfait differential have on the situation? It has already been indicated that this differential eastbound arises out of special conditions. In the absence of similar conditions at Estevan, I am of the opinion that the application of the Eureka Coal and Brick Company must fail.

The phases of the two complaints dealing with switching are also inter-related. At the hearing in February 1909 it was developed that the Eureka Coal and Brick Co.

whose spur is 5214 feet in length had paid a switching charge of $2.00 which was raised to $3.00 and subsequently reduced to $2.00 which is the present rate. Under date of August 5th. 1908. Mr. Peterson, Manager of the Eureka Coal and Brick Co., stated in a letter on file with the Board, that the $2.00 rate was quite satisfactory. It was indicated at the hearing and subsequently definitely established that there was no switching charge at Bienfait because the service was performed by the Colliery Co. itself. At Pinto the miners delivered their coal at the railway yard. There was no clear evidence submitted at the hearing in February 1909, as to the exact situation at Roche Percee.

"I would recommend that the toll of $2.00 per car charged by the railway "Company for switching coal and brick from the colliery and brick yard of the "Eureka Coal and Brick Co. to the station yard at Estevan, for furtherance be "approved, provided that the switching from the colliery to the railway Co.'s "Station at Bienfait and Roche Perce be performed by, and at the expense of "the Coal Mining Companies operating at these points; but that should the "railway company assume the cost of switching at Bienfait or Roche Perce, "the Company shall assume the cost at Estevan also."

Owing to the imperfect record in this as well as in the rate portion of the complaint as has already been indicated, no order went.

At the hearing at Winnipeg in November 1909 counsel for the Roche Percee Coal Co. drew attention to the fact that a $2.00 rate for switching had been imposed at Roche Percee where formerly there had been no such charge. Mr. Peters speaking for the railway also stated there never had been a switching charge at Roche Percee. A diagram field gives the length of the Roche Percee spur at 5281 feet. The Estevan and Roche Percee spurs are stated to be of substantially the same length: the grades on the two spurs are stated to be similar.

The situation as developed at the hearings before the Board is that at Bienfait the work is done by the Coal Mining Co. at its own expense; at Estevan and Roche Percee the spurs, constructed under the usual siding agreements, are operated by the railway company, and while a switching charge has been made at Estevan it is only of late that a switching charge has been made at Roche Percee when the same charge was established at both points between Estevan and Roche Percee. It appears, therefore, that hitherto a service which was charged for at Estevan was under substantially similar circumstances performed gratuitously at Roche Percee.

It was alleged at the Winnipeg hearing by Mr. Eaton on behalf of the Roche Percee Company that when the Western Dominion Company was given the 10c. differential it was agreed as between the former company and the railway that there would not be any switching charge in addition to the differential. Nothing in connection with this matter was reduced to writing: in the oral evidence submitted to the Board by the representatives of the Mining Company and of the railway there is no such evidence of mutual understanding as would bring before the Board an agreement which was capable of specific enforcement.

It was not shown affirmatively before the Board why Roche Percee was in the first instance given the switching service free. Strange as it may seem it would appear from the evidence submitted by the railway that it was unaware of the actual condition. Mr. Lanigan in his evidence at the Regina hearing was under the erroneou impression that the Coal Company itself delivered the coal at the Roche Percee Station: in his evidence at the Winnipeg hearing he stated: (Evidence: Vol. 94. pg. 12584-5).

"We operated at Roche Percee without being aware there was a siding. I "have passed Roche Percee and was aware the Roche Percee Mining Company "have a short spur there, but until the lease reched me at my office I was not "aware there was a siding there of any great length. The other Company, what "was then the Souris Mining Company, did their own switching."

Whatever was the reason for the origin of the free switching at Roche Percee the present situation is as follows:—Estevan and Roche Percee are contagious and competing points situated in respect of spur accommodation in a substantially the same condition.

A toll of $2.00 which is accepted by the Eureka Coal and Brick Company as reasonable has been charged for performing a service at Estevan which until recently was performed gratuitously at Roche Percee: the latter free service was an unjust discrimination under the Act. I am therefore of the opinion that the imposition by tariff of the same switching charge at Roche Percee as is in effect at Estevan is not unreasonable.

Chief Commissioner Mabee and Assistant Commissioner Scott concurred.

RE ST. MARY'S INTERSWITCHING.

The Town of St. Mary's applied for an Order directing the Grand Trunk and the Canadian Pacific Railway Companies to provide interswitching facilities between their railways at the crossing point at St. Mary's.

Judgment, Chief Commissioner Mabee, January 13th, 1911.

Mr. Hardwell and Mr. Brown are both of opinion, after a careful enquiry by the latter upon the ground, that there is ample business at St. Mary's to justify the Board in requiring the Companies to establish interswitching facilities. Mr. Nixon, Mr. Mountain and Mr. Simmons are all of opinion that this interswitching should take place near the plant of the Messrs. Maxwell and not at the Horseshoe Quarry. In view of these opinions the Board has no hesitation in requiring these facilities to be supplied at the Maxwell point.

It goes without saying that this will impose hardship upon the Canadian Pacific Ry. Coy., but the one fact that "the Horseshoe Quarry spur is not kept "open all winter and the Maxwell spur is" makes the location of the transfer track at the former point impossible.

The proposed location is upon Grand Trunk property and as that Coy. will obtain the chief benefit from this connection it is recommended to us that that Coy. should bear the expense, with the exception of the connection between the Canadian Pacific industrial spur and the transfer track.

The order therefore will be that the Grand Trunk Ry. Coy. at its own expense, construct the transfer track at the point and as shown upon the plan filed. That the Canadian Pacific Ry. Coy., at its own expense, make the connection between its industrial spur and the interchange track; all work to be completed and facilities for transfer to be ready for operation on or before May 15th, 1911.

Each company to maintain the portions installed by them; any difference of opinion as to location or otherwise, between the Companies to be settled by the Board's Engineer.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

RE GENERAL INTERSWITCHING ORDER NO. 4988.

The facts are fully set forth in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, November 26th, 1910.

In an application, dated March 4th, 1910, the Board is asked by the Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Montreal Terminal Railway Company, for an Order interpreting the provisions of the Order of the Board No. 4988, and known as the General Interswitching Order, dated the 8th day of July, 1908.

Counsel for the Applicants, and representatives of the Montreal Board of Trade and the Canadian Manufacturers' Association, were heard at the Traffic Sittings at Ottawa on the 22nd of June, last.

The object of having a general interswitching order is to make the rate for the performance of an interswitching service uniform on all railways under the jurisdiction of the Board, no matter what the extent of the movement (provided it is within the limit mentioned in the Order), or the time or labour required in performing it. The Order enables the shipping public and the railway companies to know exactly what service must be performed as interswitching, how much the company that performs the service is to receive, and how much the shipper or consignee is to pay for it. At some points, on account of local conditions, the provisions of the Order are not as advantageous to the railway companies as they are at others, and in some cases one railway company may have to do more than another to earn the toll; but such conditions may, to some extent, be inevitable under a general order made to apply everywhere; and there is a certain amount of reciprocity in the working out of the Order which should even up matters between the railways.

But the intention of the Board in passing the Order was chiefly to benefit the public by establishing a uniform rate and conditions of service for interswitching. This is well described by the late Chief Commissionel Killam in his judgment in the London interswitching case, in which he said:—

"With the progress of invention, new enterprises are continually supplanting or injuring old ones to the ruin or loss of those interested in the former. Railways have not only directly affected in this way former modes of transportation, but they have also been instrumental in building up particular localities or enterprises at the expense of others. It has never been the policy of the law to afford compensation for losses thus occasioned. When the legislature authorized the construction of new lines of railway in competition with those formerly existing, this is not done with a view to benefit the promoters of the new lines or to injure those interested in the old ones, but solely for the public good."

"The provisions of the Railway Act which require railway companies thus to interchange traffic at connecting points are introduced, not for the purpose of benefitting one railway company at the expense of another, but solely in the interest of the public. The law cannot recognize anything in the nature of a good-will of the business of either railway company thus affected for which another should give compensation. In my opinion the division between railway companies of the joint rates for traffic thus interchanged should be made upon the principle of giving reasonable compensation for the services and facilities furnished by the respective companies in respect of the particular traffic thus interchanged, and not by reference to the magnitude of the business of one company or the other at particular points or the respective advantages which each can offer to the other there, or a comparison of the loss which the one is likely to sustain with the gain likely to accrue to the other from the giving of the facilities which the law requires."

From what I have said and quoted, I think it is abundantly clear that an Order such as the one before us, which is applicable at practically all points of interchange and to all roads under our jurisdiction, must contain arbitrary provisions which may appear easier to apply in some places than in others, but which, nevertheless, must be enforced in the same manner at all points.

The feature of the Order to which the Applicants have chiefly addressed themselves is the provision which makes it applicable to any interswitching movement not exceeding four miles from the nearest point of interchange. To quote the

Application, the Board is asked "to define whether or not the term 'interswitching' as used in the Order, embraces the carriage of traffic from one point outside to a point within a terminal involving the haulage of goods from a point of connection which is a station, to a terminal, within a distance of four miles;" in other words, to say what they recognize to be an interswitching radius of four miles in one place may be cut down to an actual one mile or two mile raidus in another. The effect of this would be to destroy the equality principles of the Order, and open the door to the giving of an undue preference to one locality over another. The Order clearly means what it says, four miles from the nearest point of interchange, and I cannot see that it was ever the intention of the Board to put any limitation on this four mile provision, and I do not think it would be wise for the Board to do so now.

Apparently some of the companies to which the Order applies have not been complying with its provisions, but have collected larger tolls than they are entitled to. In such cases the Courts of law provide a means for obtaining redress. The true meaning of the Order, with regard to the four mile limit, was made clear to the companies by Circular No. 45, issued by Order of the Board on the 21st January last, which said:—

> "The maximum interswitching distance is unqualified, and means, as "stated, "any distance not exceeding four miles . . . . . from the nearest "point of interchange", regardless of the location of the point of interchange, "or of station yard limits, or any other limits or boundaries."

That being the meaning of the Order, and the railway companies having been by that circular told what the meaning was, there is really nothing now to interpret, and the present application should therefore be dismissed.

The other feature of the Application relates to clause 10 of the Order, the purpose of which was to protect the railway companies at points of interchange against possible misinterpretation of shippers, who might claim the substitution of the interswitching toll for the local tariff rate on a purely local movement of one company. I am unable to see how any railway company could read into this clause any other than its true meaning, namely, that the interswitching toll of the company which performs the terminal service does not supersede or modify any local freight rate published by that company to apply to its ordinary or local freight traffic between any two of its own stations.

To dispose of a question which arose at the hearing, I would add that the Order was not intended to apply, and is not applicable to traffic loaded at a point on one railway and destined to a point on another railway within the same switching district, or within adjoining switching districts, covered by local switching tariffs to and from the point of interchange.

Mr. Commissioner Mills and Mr. Commissioner McLean concurred.

Chief Commissioner Mabee, December 8th, 1910: In view of the opinions of the other members of the Board, and that of the Chief Traffic Officer, I do not dissent from the above disposition of this matter.

The facts are fully set out in the judgement of the Chief Commissioner.

INTERSWITCHING AT INGERSOLL.

Judgement, Chief Commissioner Mabee, January 20th, 1911.

In January, 1910, a petition came to the Board signed by a number of business men and manufacturers in the town of Ingersoll, requesting that an order be made that the Canadian Pacific Railway Company and the Grand Trunk Railway Company provide intercharge or transfer tracks at that town.

The petition having been served upon the railway companies, and both of them raising objections, the Chief Operatoring Officer of the Board made an inspection, in the month of February, and having reported that he did not regard interchange tracks there as being necessary, a copy of his report was furnished to the applicants.

The question came up at Ingersoll, at a sittings of the Board held there on the 19th of May, in connection with the location of the railway to Code Junction, and judgment was reserved until the matter could be reported upon by the Chief Engineer and the chief Operating Officer of the Board.

Under date of the 16th of January instant, these officials report that they met representatives of the town of Ingersoll and the two railway companies, as well as of the Noxon Manufacturing Company, and went thoroughly and exhaustively into the question involved, and that they found the physical conditions at Ingersoll to be such it was impossible to locate interchange tracks without having them on private property.

In the letter from the solicitors for the applicants, which came to the Board, dated the 27th December, 1909, is contained the following statement :—

> "The Grand Trunk, having built a bridge to connect with the Noxon "Company, are quite content to have it used in connection with the general "scheme."

The Board's officials report that the tracks leading to the Noxon Company from a connection between the Grand Trunk and Canadian Pacific tracks, and that traffic can be interchanged over these tracks with the permission of the Noxon Company, but that they will only permit the use of their tracks on payment of one dollar for each car interchanged. Of course, if the tracks of the Noxon Company, located as they are upon private property, were used as facilities for transferring by other shippers, the Noxon Company should be compensated for such use. There is nothing to show that the applicants are willing to pay one dollar per car, or any other sum, for the use of the facilities of the Noxon Company. Therefore, it would seem unreasonable, if not impossible, to use the tracks of the Noxon Company as a medium of transfer.

The Board's officicials further report that the physical conditions prevent satisfactory arrangements for interchange, and they suggest that the matter be delayed until a connection has been made between the Canadian Pacific line from Port Burwell through Ingersoll to Woodstock, and their line from Ingersoll to Code Junction.

In view of the exhaustive manner in which this question has been inquired into, and the conclusions of the Board's experts, it would seem that no other result can be arrived at than that the present application should be refused.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

EDWARD LYNCH OF MAYNOOTH, ONTARIO, VS. CENTRAL ONTARIO RAILWAY COMPANY.

The applicant applied for an order directing the respondent railway company to provide and construct a suitable farm crossing over his property.

Judgment, Mr. Commissioner Mills, December 29th, 1910.

In this case the pertinent facts briefly stated appear to be as follows:

1st—That the Railway Company without authority took possession of and used a portion of Mr. Lynch's land (spoken of as a "borrow pit,") exposed and left on the ground a number of large boulders taken out of the pit, and created the necessity for a certain amount of fencing ; and that hitherto the company has paid neither principal nor interest of the sum due Mr. Lynch for the said unauthorized encroachment upon his land, and refuses to pay him anything, unless he is prepared to accept what the said company thinks proper to offer him.

2nd—That the railway runs through Mr. Lynch's land, dividing it into two portions, and that, under such circumstances, he is entitled to a suitable farm crossing over or under the railway.

3rd—That Mr. Lynch made specific application to the Board for a farm crossing.

4th—That on the 17th of September, 1910, an inspection of the locality was made by Mr. Simons, an Engineer of the Board, who made a recommendation as to where and how the required crossing should be made.

5th—That on October 11th, 1910, Mr. McGarry of Renfrew, representing Mr. Lynch, informed the Board that Mr. Lynch was prepared to accept such a crossing as that recommended by Engineer Simmons.

With these facts before it, the Board issued Order. 12405 ; and its decision in the premises is that the Company must settle with Mr. Lynch for its right of way and the borrow pit, etc., in question, and have his application for a crossing withdrawn, or forthwith furnish the Board with a satisfactory plan for the said crossing, and, after approval of the plan, proceed at once with the construction of the crossing.

Assistant Chief Commissioner Scott concurred.

The matter in dispute between the parties was settled and the application for a farm crossing withdrawn.

Fullerton Lumber & Shingle Company

v.

Great Northern Railway Company.

The applicant Company complained of the rate of six cents per 100 pounds charged by the respondent company on lumber from Tynehead to Cloverdale, British Columbia, a distance of 7·1 miles, as being excessive and unreasonable, and applied for an Order varying Order No. 6612, dated February 23rd, 1909, so as to include Winnipeg in the list of places covered by the joint tariff issued by the respondent company, pursuant to the provisions of the said Order; and complained also of the practice of the Canadian Pacific Railway Company and the respondent railway Company regarding minimum weight for carloads.

Judgment, Mr. Commissioner Mills, November 7th, 1910.

The applicant company states its case as follows:

1st. It complains of the rate of 6c. per 100 lbs. charged by the Great Northern Railway Company on lumber from Tynehead to Cloverdale, B.C., a distance of 7·1 miles, as excessive and unreasonable,—at the same time alleging that there is no legal tariff which authorizes the said rate; calling attention to the fact that the said company charges only 3c. per 100 lbs. on lumber from Tynehead to New Westminster, a distance of 8½ miles, over the same line of railway, in the opposite direction; and expressing the opinion that the Board of Railway Commissioners should have disallowed the rate complained of as being illegal and unauthorized under the provisions of the Railway Act.

2nd. It asks that Order No. 6612 be varied so as to include Winnipeg in the list of places covered by the joint tariff issued by the Great Northern Railway Company, pursuant to the provisions of the said Order.

3rd. It complains of the practice of the Canadian Pacific and Great Northern Railway Companies regarding minimum weights for carloads,—alleging that the said weights are in many cases excessive, are varied by both companies according to the directions in which the cars go, and always discriminate against the West as compared with the East.

SESSIONAL PAPER No. 20c

The Rate on Lumber from Tnyehead to Cloverdale, B. C.

There are three classes of tariffs authorized by the Railway Act, for the carriage of goods, namely:

(a) Standard Freight tariffs;
(b) Special freight tariffs; and
(c) Competitive tariffs.

The Standard freight tariffs, which have to be approved by the Board of Railway Commissioners, specify the maximum mileage tolls which "companies and railways within the legislative authority of the Parliament of Canada" are permitted to charge on each *class* of freight, for all distances covered by their respective lines of railway. There is a Canadian Freight Classification, containing 10 Classes, the highest rate being charged on the 1st Class, the next lowest on the 2nd Class, and so on down to the 10th Class. For the most part, the rates authorized by the Standard freight tariffs are considered too high; and the railway companies recognizing this fact, have generally given lower rates by issuing Special or Commodity tariffs—the latter being tariffs on given commodities between specified points, often made without much regard to distances. Lumber is in the 10th Class; and according to the Maximum freight tariff of the New Westminster Southern Railway, the rate on 10th Class commodities for any distance up to ten miles is 6 cents per 100 lbs; but the Maximum freight tariff of this railway has not been approved by the Board.

It is true, as stated by the Applicant, that the Railway Company issued, some time ago, a commodity tariff in which the rate on lumber from Tynehead to New Westminster is only 3 cents per 100 lbs., just half the rate from Tynehead to Cloverdale, although the distance to New Westminster is about a mile and a half greater than the distance to Cloverdale. This the Applicant speaks of as a violation of the long-and-short-haul clause of the Railway Act; but it is not, because the rates are on a commodity carried in opposite directions—in a southerly direction 7·1 miles, to Cloverdale, the rate is 6 cents per 100 lbs.: and, in a northerly direction, 8½ miles, to New Westminster, the rate is 3c. per 100 lbs. The clause referred to is Sec. 315, ss. 5, of the Railway Act, as follows:

> "The Board shall not approve or allow any toll, which for the like description of goods, or for passengers carried under substantially similar circumstances and conditions in the same direction over the same line, is greater for a shorter than for a longer distance, within which such shorter distance is included, unless the Board is satisfied that owing to competition, it is expedient to allow such tolls."

Notice the words "in the same direction."

The answer of the Railway Company to this part of the Complaint is that the lumber traffic from Tynehead south to Cloverdale is very light, while that from the same point north to New Westminster is heavy. Hence the difference in the rates.

If the facts are as stated, the answer is a legitimate one, being in accordance with subsection 3 of the section above referred to, which reads as follows:

> "The tolls for larger quantities, greater numbers, or longer distances may be proportionately less than the tolls for smaller quantities or numbers, or shorter distances, if such tolls are under substantially similar circumstances, charged equally to all persons."

As no evidence was given at the hearing to show the actual difference in the traffic between Tynehead—Cloverdale and Tynehead—New Westminster, I am

unable to determine whether the toll for the larger quantity carried to New Westminster is "proportionately" less than that for the smaller quantity carried to Cloverdale; but a more important question is *the reasonableness* of the 6-cent rate on lumber, shingles, and other commodities carried at lumber rates from Tynehead to Cloverdale. The Chief Traffic Officer of the Board considers this rate an unreasonable one. His statement is as follows:

"The *Standard* tariff of the New Westminster Southern Railway, operated "by the Great Northern Railway Company, is the same as that of the Cana- "dian Pacific Railway Company in the boundary district. The Canadian "Pacific, having recognized the fact that the Standard rates are excessive as "applied to lumber, lath, shingles, poles, fence posts, and fence pickets, has "issued a Special mileage tariff, C.R.C. No. W. 1112, on these commodities; "and the Great Northern having applied for and obtained the approval of the "same Standard tariff as the Canadian Pacific, would seem to have considered "that the circumstances and conditions on the two systems were similar. "Now, assuming this to be the case, it is not illogical to conclude that, if the "tenth Class Standard rates are too high for lumber, etc., on the Canadian "Pacific, they are too high for these commodities on the New Westminster "Southern, and that the same Special mileage tariff should apply on both "lines."

"Under the Special tariff referred to, the rate on lumber, etc., from Tyne- "head to Cloverdale would be 4 cents per 100 lbs. The length of the New "Westminster Southern is 24 miles, and the rates now charged by the two "companies compare as follows:

	N.W.S. (Standard).	C.P.R. (Special).
"5 miles and under, 10th Class	6	3
"Over 5 and not over 10 miles, 10th Class	6	4
"Over 10 and not over 15 miles, 10th Class	7	5
"Over 15 and not over 20 miles, 10th Class	8	6
"Over 20 and not over 25 miles, 10th Class	9	6½

"After full consideration of the facts and circumstances, I would recom- "mend that the Great Northern be directed to adopt the Canadian Pacific "Railway Company's Special mileage tariff C.R.C. No. W. 1112, on the New "Westminster Southern, and also on the other lines owned and operated by "the Great Northern Railway Company in British Columbia."

In a word, I may say that I approve of the recommendation of the Chief Traffic Officer as a reasonable and equitable way of disposing of this part of the complaint.

The Winnipeg Rate.—This has reference to Orders 6612 and 6613, Feb. 23, '09, and 7277, June 16, '09, prescribing joint through rates on lumber, etc., from points on the New Westminster Southern, via Vancouver or New Westminster, to points on the Canadian Pacific Railway, except such points as may be reached directly by the Great Northern Railway Company and its connections, on the basis of 1 cent per 100 lbs. higher than the rates of the Canadian Pacific from Vancouver,—the New Westminster Southern being allowed 2½ cents per 100 lbs. as its proportion, and the extra cent per 100 lbs. on the joint through rates being due to the fact that on the joint tariff the traffic is over two roads instead of one.

The Great Northern issued a joint tariff in compliance with the Orders above referred to; and now it would seem scarcely fair to require it to forego its long-haul earnings on traffic over its own line to Brandon and Portage la Prairie, or its connection with the Canadian Northern at Noyes, Minn., for Winnipeg, and turn

the traffic over to the Canadian Pacific at New Westminster or Vancouver for a proportional of only 2½ cents per 100 lbs.

Winnipeg is a competitive point. If it were included in the joint tariff referred to, other competitive points would also have to be included. The Applicant would not get any lower rate if his request under this head were granted. He thinks he would gain something in time. Possibly he would; but I consider the application unreasonable, and therefore I recommend that it be not granted.

Carload Minimum.—Owing to some oversight or misunderstanding, the railway companies were not duly notified as to the hearing of this part of the complaint. Hence they were not prepared to deal with the matter; and, for that reason, it was agreed that the complainant might make another application, and it would be heard at a later date.

Chief Commissioner Mabee concurred.

Blaugas Company of Canada, Limited

v.

Canadian Railway Companies.

The Blaugas Company applied for an Order directing the railway companies to classify blaugas in cylinders in the Canadian Classification at three cents in less than carloads and five cents in carloads, in lieu of the interim ratings on second class in less than carloads and fourth class in carloads, proposed by the railway compnies.

Judgment, Mr. Commissioner McLean, March 8th, 1911.

This commodity which is not at present specifically mentioned in the Classification, has been given by the railways an interim rating of L. C. L. 2, C. L. 4. The Blaugas Company asks that the same rating be given this commodity as is given to gasoline, viz., L. C. L. 3, C. L. 5. It is stated that these commodities are competitive. It was also stated in the course of the hearing that blaugas competed with acetylene, but this phase of the topic was not developed with sufficient exactness to warrant any classification comparisons of the two articles. The essential point of the complaint is concerned with the comparison of rating of blaugas and gasoline.

In the discussion which took place, considerable stress was laid upon the alleged greater safety attaching to the handling of blaugas as compared with gasoline. This apparently arose from the allegation contained in the answer of the Canadian Freight Association that a certain amount of danger attached to the transportation of blaugas. At the same time, the answer of the Canadian Freight Association did not deny that gasoline might be a more dangerous inflamable than blaugas as shipped in steel cylinders. It does not appear from the course of the discussion that the item of risk

The Company was also under the misapprehension that it was being charged 4th class on its returned empties, while 5th class was being charged on returned gasoline empties. This, however, was shown to be an error, as under the classification returned empties are carried at an any quantity rating of 4th class.

The Blaugas Company also referred to the weight of the steel cylinder in which the blaugas was shipped, it being testified that a cylinder when full of the gas weighed 120 lbs., and that the cylinder empty weighed 100 lbs.; and it apparently was the opinion of the Company that the tare connected with the transportation of the gas should be considered. So far as the question of the weight of the cylinder is concerned, the Board, in my opinion, would not be justified in considering this as a reason for a reduction in the out-going rating of the cylinders when full. In reality, the heavier container used in connection with this gas as compared with the

gasoline container is one of the incidents of the business. In this respect they may be said to have a higher cost of production so far as the laying down of the commodity is concerned, and it would not be fair to ask the railway to equalize the differences in cost of production.

The justifiability or otherwise of the interim rating as compared with the rating on gasoline must, in my opinion, be found in the value of the article. There was some question at the hearing as to the value of the article. The statement made by Mr. Pullen that it was worth 15c. per lb. was contested; but it was admitted that in general it was worth 10c. per lb., although in some cases as low a price as 8c. had been charged for industrial purposes.

When a comparison of the ratio of the rate on gasoline to the value of the article is made with the ratio of the rate on blaugas to the value of the article, it will be found that in the former case the ratios are much higher. In the group from 25 to 200 miles, the ratio in the case of gasoline is from 4·01% to 9·01%, while in the case of blaugas the corresponding percentages vary from 1·20% to 2.74%. To take two specific points, the ratio on gasoline to Port Arthur is 3·38%, while on on blaugas it is 7.73%; and to Winnipeg the ratios of the respective commodities are 36·41% and 11·66%.

There is no question that the pressure of the freight rate is much less in the case of blaugas. Blaugas is a much more valuable article, and it is also claimed by the Company manufacturing it that it has a higher percentage of efficiency than gasoline. Mr. Krebs, an expert witness of the Company stated that in his opinion blaugas had at least 20% greater efficiency per unit than gasoline.

In view of all the circumstances attaching to the application as developed, the interim rating granted does not seem to be unfair, and the application must be dismissed.

Chief Commissioner Mabee and Assistant Chief Commissioner Scott concurred.

Judgment, Mr. Commissioner Mills dissenting, February 22nd, 1911.

So far, the Canadian Railway Companies have given Blaugas an interim rating; and they propose to make it permanently L. C. L. 2nd Class and C. L. 4th Class in the Canadian Classification. To this proposal the applicant strongly objects, maintaining that for various reasons the rating of Blaugas should be the same as that of gasoline, namely, L. C. L. 3rd Class and C. L. 5th Class.

Classification.

The classification of a commodity is a matter of much importance, because it affects both the revenues of the railway companies and the freight charges to be paid by shippers; and, in some cases, it is specially important to the shipper, not so much on account of the charges in themselves as because of their relation to the charges on competing commodities which have a higher or lower classification.

Factors Determining Classification.

Risk.—The risk incurred by a railway company in carrying a commodity is usually a factor of some importance.

There is always the risk as to the claims for compensation in the case of damage to or destruction of goods in transit, which is greater in the carriage of high-priced, fragile, or easily damaged goods than in the carriage of cheap commodities or such as are not liable to serious damage from rough handling, the jerking and banging of cars by reckless enginemen, and railway accidents or other casualties.

Sometimes there is also considerable, great, or very great risk arising from the *dangerous nature* of a commodity; such, for example, as gunpowder, dynamite, nitroglycerine, or other explosive substances, and a compressed gas, which, if liberated by

accident or otherwise, spreads instantaneously through a car and, coming in contact with fire, causes an instantaneous explosion followed by an immediate conflagration, which results in serious destruction of valuable and possibly high-priced property.

But at the hearing of this case, it was not shown or alleged by the respondent companies that the risk in carrying Blaugas in steel cylinders is any greater than the risk of carrying gasoline, as it is usually carried, in wooden barrels or steel drums. Hence, in a comparison of Blaugas with gasoline for the purpose of classification, the element of risk may properly be omitted.

Bulk.—The space occupied by a commodity compared with its weight has to be considered. Light, bulky commodities, other things being equal, are generally rated higher than heavy, compact commodities which occupy relatively small space.

As regards this factor, it does not appear that steel cylinders of Blaugas compare unfavourably with wooden barrels or steel drums of gasoline.

Expense of Handling.—Some goods are more expensive to handle, in loading and unloading, etc., than other goods. For example, "rolling" freight, such as barrels of flour, can be moved short distances and loaded or unloaded with less trouble and in less time than packages of freight which have to be carried and laid down with care.

Under this head, it would appear that 120-pound steel cylinders of Blaugas can be handled,—loaded and unloaded,—as conveniently as 376-pound wooden barrels, and more conveniently than 830-pound steel drums, of gasoline.

Value.—The value of a commodity is a matter of importance in classification, because a high or comparatively high freight charge constitutes only a small fraction or percentage of the selling price of an expensive article, while a moderate freight charge on low-grade, cheap commodities, such as wood, stone, gravel, sand, etc., may be so large a percentage of the cost and make relatively so great an addition to the selling price as to become a very serious handicap in business—in other words, high-priced goods can bear higher freight charges than cheap or low-grade goods: and we may add that if this principle were not recognized in the classification of goods and the making of freight rates, bulky, low-grade, cheap commodities (of which there is a very heavy tonnage) would lose a great deal, possibly all, of their value, because the cost of carrying them long or even moderate distances would be prohibitive.

In the comparison of gasoline and Blaugas under this head, two questions have arisen as to the basis of comparison between *freight charges* and *values*:

(1) What *freight charges* should be taken as the basis of comparison—the total (including outward charges on the gross weight and return charges on the empties), or only the outward charges?

(2) What *value* should be taken as the basis of comparison—the value of the goods sold and shipped; or the value of the goods and of the bags, sacks, packing boxes, drums, cylinders, crating, or other contrivances used to protect, or hold and protect, the goods in transit?

As stated above, the request of the applicant is that Blaugas be given the same rating as gasoline.

Gasoline is carried in steel drums or wooden barrels, generally the latter. The weight of the drum is 200 lbs.; it holds 830 lbs. of gasoline; and its value is given as $10.00. The weight of the barrel used is about 75 lbs.; it contains on an average about 301 lbs. of gasoline; and its value is given as $1.25.

Blaugas is carried in steel cylinders. The weight of a cylinder is 100 lbs.; it contains 20 lbs. of gas; and its value is given as $12.00.

Three comparisons are here submitted,with a view to determine what should be the classification (or rating) of Blaugas as compared with that of gasoline; and, in order to make the comparison as definite and exact as possible, shipments of the two

commodities having exactly the same gross weight have been taken,—10 steel drums of gasoline and 83 steel sylinders of Blaugas, the gross weight of each being 9,960 lbs.

No. 1—Comparison of Outward Freight Charges with Gross Values.

GASOLINE.

Gross, 9,960 lbs., Value: gasoline, $178.20; drums, $120.00; total, $298.20.

Miles.	Rate per 100 lbs.	Outward Freight Charges.	Percent of Value.
	cts.		
25	12	11·95	4·01
50	15	14·94	5·01
75	20	19·92	6·68
100	23	22·91	7·68
150	26	25·90	8·68
200	27	26·89	9·01
300	33	32·87	11·02
350	35	34·66	11·69
996 (Port Arthur)	70	69·72	23·38
1,420 (Winnipeg)	112	108·56	36·41
1,777 (Regina)	169	168·32	56·45
2,257 (Calgary)	214	213·14	71·48

BLAUGAS.

Gross, 9,960 lbs., Value: gas, $166; Cylinders, $996; total, $1,162.00.

Miles.	Rate per 100 lbs.	Outward Freight Charges.	Per cent of Value.
	cts.		
25	14	13·94	1·20
50	18	17·93	1·54
75	23	22·91	1·97
100	26	25·90	2·22
150	30	29·88	2·57
200	32	31·87	2·74
300	39	38·84	3·34
350	40	39·84	3·42
996 (Port Arthur)	86	85·66	7·37
1,420 (Winnipeg)	139	135·46	11·66
1,777 (Regina)	211	210·16	18·86
2,257 (Calgary)	268	266·93	22·97

No. 2—Comparison of Outward Freight Charges with Net Value.

12 Drums.....Gasoline.

Gross weight of 12 drums filled with gasoline.....9,960 lbs.

Weight of gasoline in 12 drums.....7,560 "

Weight of 12 empty drums @ 200 lbs. each.....2,400 "

Value of gasoline in 12 drums, 7,560 lbs.....1,080 gals.

@ 16½c..... $ 178.20

Miles.	Rate per 100 lbs.	Outward freight charges on gross weight—9,960 lbs.	Relation of outward freight charges to value.
	cts.		
25	12	11·95	6·59 p. c. of net value.
50	15	14·94	8·38 " "
75	20	19·92	11·17 " "
100	23	22·91	12·85 " "
150	26	25·90	14·53 " "
200	27	26·89	15·08 " "
300	33	32·87	18·44 " "
350	35	34·86	19·56 " "
996 (Port Arthur)	70	69·72	39·12 " "
1,420 (Winnipeg)	112	108·56	60·92 " "
1,777 (Regina)	169	168·32	94·56 " "
2,257 (Calgary)	214	213·14	119·60 " "

83 Cylinders....Blaugas.

Gross weight of 83 cylinders filled with gas.....9,960 lbs.
Weight of gas in 83 cylinders @ 20 lbs.....1,660 "
Weight of 83 empty cylinders @ 100 lbs.....8,300 "
Value of gas in 83 cylinders, 1,660 lbs. @ 10c.....$ 166.00

Miles.	Rate per 100 lbs.	Outward freight charges on gross weight.—9,960 lbs.	Relation of outward freight charges to value.
	cts.		
25	14	13·94	8·39 p. c. of the net value.
50	18	17·93	10·80 " "
75	23	22·91	13·80 " "
100	26	25·90	15·60 " "
150	30	29·88	18 00 " "
200	32	31·87	19·19 " "
300	39	38·84	23·39 " "
350	40	39·84	24·00 " "
996 (Port Arthur)	86	85·66	51·60 " "
1,420 (Winnipeg)	139	135·46	81·56 " "
1,777 (Regina)	211	210·16	126·56 " "
2,257 (Calgary)	268	266·93	160·80 " "

No. 3—Comparison of Total Freight Charges with Net Value.
12 Drums.....Gasoline.

Miles.	Rate per 100 lbs.	Outward freight charges on gross weight, 9,960 lbs.	Return charges on drums, 4th Class.	Total charges on shipments and returned empties.	Relation of total, outward and return, freight charges to value.
	cts.				
25	12	11·95	10 2·40	14·35	8·05 p. c. of the net value.
50	15	14·94	13 3·12	18·06	10·13 " "
75	20	19·92	16 3·84	23·86	13·38 " "
100	23	22·91	19 4·56	27·47	15·41 " "
150	26	25·90	21 5·04	30·94	17·36 " "
200	27	26·89	23 5·52	32·41	18·18 " "
300	33	32·87	28 6·72	39·59	22·20 " "
350	35	34·86	29 6·96	41·82	24·02 " "
996 (Port Arthur)	70	69·72	50 12·00	81·72	45·85 " "
1,420 (Winnipeg)	112	108·56	86 20·64	129 20	72·50 " "
1,777 (Regina)	169	168·32	128 30·62	198·94	111·63 " "
2,257 (Calgary)	214	213·14	162 38·88	252·02	141·42 " "

83 Cylinders.....Blaugas.

Miles.	Rate per lbs.	Outward freight charges on gross weight, 9,960 lbs.	Return charges on cylinders, 4th Class.	Total charges on shipments and returned empties.	Relation of total, outward and return, freight charges to value.
	cts.				
25	14	13·94	10 8·30	22 24	13·39 p. c. of the net value.
50	18	17·93	13 10·79	28·72	17·18 " "
75	23	22·91	16 13·28	36·19	21 80 " "
100	26	25·90	19 15·77	41·67	25·10 " "
150	30	29·88	21 17·43	47·31	28·50 " "
200	32	31·87	23 19·09	50·96	30·69 " "
300	39	38·84	28 23·24	62·08	37·33 " "
350	40	39·84	29 24·07	63·91	38·50 " "
996 (Port Arthur)	86	85·66	50 41·50	127·16	76·60 " "
1,420 (Winnipeg)	139	135·46	86 71·38	206·84	124·60 " "
1,777 (Regina)	211	210·16	128 106·24	306·40	184·57 " "
2,257 (Calgary)	268	266·93	162 135·06	401·99	242·16 " "

"A" Earnings of Railway Companies Per Ton Per Mile.

Gasoline—

9,960 lbs. gross weight.....Net Value—$178 20

3rd Class L.C.L.

(25 miles @ 12c. per cwt.—$2.40 per ton for 25 miles.

(or *9.6c. per ton per mile.*

(9.6c.—.0538% of the net value.

(1,420 miles (to Winnipeg) @ 112c. per cwt.—$22.40 per ton for 1,420 miles.

(or *1.57c. per ton per mile.*

(1.57c.—.0088% of the net value.

Blaugas—

9,960 lbs. gross weight.....Net Value—$166.00

2nd Class L.C.L.

(25 miles @ 14c. per cwt.—$2.80 per ton for 25 miles.

(or *11.2 per ton per mile.*

(11.2c.—.0674% of the net value.

(1420 miles (to Winnipeg) @ 139c. per cwt.—$27.80 per ton for 1420 miles.

(or *1.95c. per ton per mile.*

(1.95c.—.0117% of the net value.

If Blaugas were given a 3rd Class L.C.L. rating, the revenue per-ton-per-mile on it would, of course, be the same as the revenue per-ton-per-mile on gasoline; but the revenue from return freight on Blaugas cylinders would be a good deal more than from the return freight on gasoline drums or barrels.

It will be noticed that in comparison No. 1 the return freight charges on the empties are excluded, and the value of the containing drums and cylinders is included on the same basis as the value of the goods; and, on the assumption that this basis of comparison is fair and reasonable, it follows that Blaugas can bear somewhat higher freight charges than gasoline; and the application for a 3rd and 5th class rating should be refused.

But a word should be said about the basis of comparison—first, as to the return freight charges on empties; second, as to the value of the contrivances in which the goods are carried.

FREIGHT CHARGES.

Gasoline—

Outward freight charges on gross weight	$11 95	
Return freight charges on empties	2 40	
		$14 35

The return freight being a little under 17% of the total freight charges.

Blaugas—

Outward freight charges on gross weight	$13 94	
Return freight charges on empties	8 30	
		$22 24

The return freight charges being a little over 37% of the total freight charges.

VALUES.

Gasoline—

Value of goods	$178 20	
Value of the drums	120 00	
		$298 20

The value of each containing drum being about two-thirds (2/3) of the value of the goods carried in it.

Blaugas—

Value of goods	$166 00	
Value of the cylinders	996 00	
		$1,162.00

The value of each containing cylinder being six (6) times the value of the goods carried in it.

If the return freight charges on the empties and the outward freight charges on the gross weight have to be added to the cost price, as an element in the selling price, of a commodity, why should not both of these charges be taken into account in a comparison of freight with the selling price or value of the commodity ?

If, in outward shipments, the drums and cylinders (which constitute no part of the goods sold) are carried at the owner's risk of loss, breakage, or damage (as I think they should be), and the freight charges on them are paid, why should their value be included with the value of the goods in a comparison of the freight charges with the value of the goods?

The comparison of the outward freight charges with the gross value of goods and containers,—the return freight charges on the empties being excluded, and the value of the containing drums and cylinders being included on the same basis as the value of the goods,—may be in accordance with the basis and method of calculation usually adopted to determine the relative freight charges which a commodity can bear. Nevertheless, I cannot help feeling that it sometimes works out so as to be very unfair, as in the case of Blaugas, where the containing cylinders, on which return freight charges have to be paid, are five-sixths (5/6) of the gross weight shipped, and the value of the cylinders, which are not sold nor intended to be sold, is six (6) times the value of the goods.

In view of these facts, question the reliability of the resultsobtained by this bethod of comparison; and my opinion is that the *total freight charges* paid in each completed transaction—outward and and return shipments—in the case of both gasoline and blaugas, should be compared with the *net value* or selling price of the

In a word, my conclusions on the different bases of comparison are as follows:—

No. 1—Comparison of *the outward freight charges with the gross value* of the goods and the containing drums and cylinders.

According to this, Blaugas should be rated higher than gasoline.

No. 2—Comparison of *the outward freight charges with the value of the goods.*

According to this, Blaugas should not be rated higher than gasoline.

No. '—Comparison of *the total freight charges with the value of the goods.*

According to this, Blaugas *fortiori* should not be rated higher than gasoline.

Having stated my views, I must leave my colleagues to decide which basis of comparison is to be pronounced fair reasonable, and properly applicable to the case.

Order in accordance with majority judgement dismissing the application issued.

DAWSON BOARD OF TRADE V. WHITE PASS AND YUKON RAILWAY COMPANY, *et al.*

The Complaints alleged that the respondents, the White Pass & Yukon Railway Company, were charging excessive tolls for transporting traffic by a land and water route (known as the White Pass & Yukon Route) from Skagway in Alaska through a portion of British Columbia to White Horse, in the Yukon Territory, and thence by water to Dawson.

Held, that the Board had jurisdiction over the tolls of this route.

For judgment of Chief Commissioner Mabee, June 14th, 1909, see 9 Can. Ry. Cas., pp. 191 et seq.

Judgment, Mr. Commissioner McLean, January 2nd, 1911.

The Judgment of the Chief Commissioner in this matter which was rendered on June 14th, 1909, sets forth the reasons for the lengthened consideration of this matter, and indicates what were the earlier steps. The Board, in pursuance of that judgment concluded that it had jurisdiction over "through traffic received at "Skagway destined to White Horse or to any intermediate point between the inter-"national boundary between Alaska and British Columbia and White Horse upon "the railway line ; and upon through traffic received at any point upon the railway "line between White Horse and the said international boundry destined to Skagway."

The judgment then directed that tariffs covering the traffic in question should be prepared without delay by the respondents, and duly filed; and it was further stated that when such tariffs were submitted, they would be considered by the Board in the light of the evidence already given, it being further open to each side to reasonably supplement this evidence. It was further stated that the Board in the meantime expressed no opinion as to the fairness of the existing tolls.

Subsequently at a hearing in Toronto on June 1st, 1909, Col. J. H. Conrad submitted a complaint regarding rates from Caribou to Skagway. Caribou is a point in

the Yukon, about 63 miles from Skagway. For reasons which are spread in the record, Mr. Chrysler, who was present and who had represented respondents as Counsel in the original application, did not submit evidence. It was understood that the complaint submitted by Col. Conrad was to be considered as closed, so far as he was concerned, on the facts submitted, it being open to Mr. Chrysler to submit additional evidence.

Regarding the Conrad complaint, Mr. Chrysler stated that he desired to be heard with evidence on the complaint regarding ore rates raised at the above mentioned Toronto hearing, but he qualified this by stating that the ore rates would be covered in the general question of tariffs. He further stated that his clients did not desire to submit evidence additional to that submitted at Dawson, and said in substance that the question was now to be treated as a tariff matter, that is to say, it was concerned with the reasonableness of the rates as set out in the tariffs.

Pursuant to the direction in the judgment and the Order issued in connection therewith, there was filed C.R.C. No. 9, a joint freight tariff naming rates between Skagway, Alaska, Bennett, B.C., Caribou, White Horse, Y.T., and intermediate points. This tariff was issued September 16th, 1909, to be effective October 15th, 1909.

At the meeting of the Board in Vancouver on October 27th, 1909, the matter of the tariff was referred to by Mr. Congdon, who represented the Dawson Board of Trade, and he was then informed that the tariff had been filed; and it was suggested that after acquainting himself with its contents, it might be taken up by him.

The complaint of the Dawson Board of Trade was subsequently set down for the Vancouver sittings in September, 1910, and came up there on September 7th. Due notice had been given of this hearing: but Mr. Deacon, who appeared for Mr. Congdon, asked for a postponement, on the ground that he was not instructed on the merits. A postponement having already been refused to Mr. S.H. Graves, the President of the four companies forming the "White Pass and Yukon Route," the Board felt that the postponement asked for by Mr. Deacon could not be granted. Mr. Deacon accordingly withdrew from the case.

It does not appear that additional delay would result in any added light being thrown on the question, and so it may now be dealt with.

As the matter now stands, the tariff is before the Board to consider in the light of the evidence and any supplementary material pertinent thereto which it may seem material to the Board to consider.

In dealing with the question of the reasonableness of the rates, the Board has to recognize at the outset that there was an extremely complicated system of financing. The judgment of the Chief Commissioner already referred to sets out the arrangements which existed between the various railways and the Navigation Company making up this route. Incidental reference is made therein to some additional features of the earlier history of the project. Such phases of this earlier history as bear on the financial arrangements in connection with the building of the railway portion of the route need to be further developed.

A company promoted by one Wilkinson, had in the first instance obtained the charters of the British Yukon Mining, Trading, and Trasportation Company and the British Columbia Yukon Railway Company. Some time in the spring of 1898, Mr. Graves, who had in the meantime acquired these charters from Wilkinson and his associates, obtained a West Virginia charter for a company called the Pacific and Arctic Railway and Navigation Company.

On the 16th of May, 1898, an agreement was entered into between the British Yukon Mining, & Transportation Company, the British Columbia Yukon Railway Company, the Pacific & Arctic Railway and Navigation Company, and the Assets Development Company, Limited, a company registered under the English Companies Act. Under this agreement the Assets Development Company undertook to construct a line of railway from the head of Lynn Canal or some point convenient thereto to

Bennett Lake, and it also undertook to pay to the British Yukon Railway Company a sum not exceeding £30,000 for the purchase of rolling stock, or, at its option, to supply rolling stock for the railway. Under this agreement, the Assets Development Company was liable to maintain the railway and works for a period of six months after the railway had been wholly completed with rolling stock and every other requirement for opening. The Assets Company was in substance to become a holding company for the railway companies, for it was to receive £250,000 fully paid ordinary shares of the British Yukon Mining, Trading & Transporation Company, and it was further to be credited as having paid up the sum of £250,000 of preference shares, for which it had subscribed and paid up only £25,000. In addition, it was to receive all of the share capital of the British Columbia Yukon Company and of the Pacific and Arctic Company, except such shares as might be required for the qualification of directors or trustees. The Assets Development Company, it was stated in evidence by Mr. Graves, was organized by Wilkinson.

The Assets Company was unable to carry out its undertaking; and on the 22nd of August, 1898, an agreement was entered into between the Pacific Contract Company, Limited, (a company incorporated in England), the Pacific & Arctic Railway and Navigation Company, the British Columbia Yukon Railway Company, and the British Yukon Mining, Trading & Transportation Company, under which the Contract Company took over the obligations of the Assets Company under the preceding arrangement and received in addition to the shares therein mentioned a bond issue equal to £6,000 of 6 per cent securities per mile of the railway line. In this agreement it was stated that these arrangements were concerned with the construction of "The First Section of the Railway" from Skagway to Lake Bennett, "estimated to be about fifty miles more or less." While the agreement was entered into in August, the Pacific Contract Company had before the execution of the agreement begun construction under the Pacific and Arctic Railway's charter of the portion of the railway in Alaska. Clause 6 of the foregoing agreement refers to an agreement entered into on August 3rd, 1898, between the Pacific Contract Company, the White Pass and Yukon Railway Company, and a Trust Company, not identified in the agreement before us, whereby on the terms referred to as agreed to in the agreement of August 3rd, which is not before the Board, the Contract Company was to complete the remainder of the line to Fort Selkirk. On October 3rd, 1900, an agreement supplemental to that of August 22nd, 1898, was entered into between the Pacific Contract Company, Limited, the British Columbia Yukon Railway Company, and the British Yukon Railway Company (formerly known as the British Yukon Mining, Trading and Transportation Company), whereby it is recited that the first section of the railway as set out in the agreement of August 22nd, 1898, had been completed on July 1st, 1899, and it is agreed that for the construction by the said Contract Company of the second section of the railway from Bennett City, on the shores of Lake Bennett, "to the first convenient point on the left bank of the Lewes River below the White Horse Falls, such point to be determined and fixed by the Engineer of the White Pass and Yukon Railway Company, Limited," a distance estimated at 72 miles more or less, the British Columbia Yukon Railway and the British Yukon Railway severally agreed to pay over to such company or companies, person or persons, as the Contract Company might nominate, £6,000 of 6 per cent mortgage securities for every mile of the second section falling within the territory and powers of the respective railway companies aforesaid.

Here, again, it is to be noted that before the execution of the agreement, work had been done by the Contract Company, for it is recited that the Contract Company had already constructed and equipped a portion of the second section. The agreement does not set out the portion which had been so constructed and equipped.

The Pacific Contract Company, which was controlled by the interests controlling the railway companies above mentioned, went into liquidation on January 27th, 1902,

and was finally wound up in January, 1904. As explained by Mr. Graves (evidence Volume 88, page 8473), the Pacific Contract Company took the shares and bonds above referred to and exchanged them for the shares of the White Pass & Yukon Railway Company. The latter company, which is incorporated in England by letters patent, is a holding company for the companies constituting the route. In the liquidator's statement is the following item:—

> "Expenditure by the Pacific Contract Co., Limited, including construction "and equipment of the railway, interest, promotion, and other expenses, "£1,028,645 9*s*, 11*d*."

This expenditure covered the construction from Skagway to White Horse. It was represented to the Board that the books of the Pacific Contract Company were no longer in existence.

The item from the liquidator's statement is, when converted into dollars and cents $4,988,930. Included in this is an item of approximately $1,091,250 for charters, franchises, etc. As examined by Mr. Graves at Dawson, more fully than intelligibly, some £45,000 or £50,000 were paid to the original parties who had acquired the charters and the balance of the $1,091,250 was stated to have gone to:

> "The parties who acquired it for them as their agents and representatives "(and) then took an option on it themselves...." (Evidence Volume 34, Page 4629).

In default of exact statement, it is useless to pursue further this phase of the matter. It is a subject which is of more direct concern to the bodies granting railway charters. The cost of the railway from Skagway to White Horse, including additions and improvements to property, is given in a statement submitted to the Board by Mr. Hardwell, as $8,838,469.15, in the year 1904.

This statement was prepared from the records in the offices at Skagway. From this is to be deducted the cost of the boats, wharves, shipyards, etc., in connection with the river and lake division, viz., $1,486,981.07. No subsequent statement as to the cost of the railway is before the Board.

It was stated in evidence by Mr. Graves at Dawson that he was unable to say what was the cost of construction of the portion of the railway in British Columbia and of the portion in the Yukon. The Chief Traffic Officer of the Board was unable to obtain any information at Skaguay subsequent to the meeting at Dawson, bearing on this matter. No information is available regarding the cost of construction of the portion of the road in Alaska, and the Board, therefore, has not before it the means of checking the costs of the different sections. The books of the Construction Company are no longer in existence; and to state this is not to impute a motive. It is unnecessary to express any opinion as to the legitimacy or otherwise of the financial arrangements which have been outlined. It is conceivable that the uncertainty which at the time existed regarding the exact boundary line between British Columbia and Alaska might lead to very complicated arrangements between the parties. But the survey given renders it manifest that the Contract Company, the railway companies, and the holding company were not dealing at arms' length. Their friendly relations are shown in the fact that the terms set out in the agreements in two instances referred to work which had been done before agreements existed. Now, this may have been necessary under the circumstances. But after the lapse of years, and in view of the complicated financing which has been sketched, and the disappearance of any means whereby the costs submitted may be checked, it is impossible to say whether the sum submitted represents the true cost of the road. There is not before the Board information to show that the statements of cost are conclusive of reasonableness, and so it is necessary to consider other factors as well.

As has been indicated, a tariff has been filed giving the rates from Skaguay to White Horse. The following table shows what the rates are by classes as well as by certain commodities which are selected as examples, and gives further information regarding the way in which the through rate from points of origin to White Horse is apportioned:

Commodities.	Rate Vancouver to White Horse.		Ocean proportion.		Balance Skaguay to White Horse.		Local Skaguay to White Horse.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
Class A	59.50	54.00	10.10	9.40	49.40	44.60	50.00	45.00
" B	66.50	60.00	12.20	10.80	54.30	49.20	55.00	50.00
" C	83.50	72.00	14.30	12.90	69.20	59.10	70.00	60.00
Flour, Sugar	59.50	50.00	10.10	8.00	49.40	42.00	50.00	45.00
Butter in brine, Rolled oats, oatmeal cereals, Beans, Salt, Cement, Coal oil, Castings, Iron sheet, Pipe, iron	59.50	51.75	10.10	8 70	49.40	43.05	50.00	45.00
Lubricating oils	66.50	51.75	12 20	8.70	54.30	43.05	55.00	45.00
Oats and feed	59.50	47.00	10.10	8.00	49.40	39.00	50.00	40.00
Malt, bags and brls, Bran, Coal, Machinery, inc. boilers under 4,000 lbs, Window glass (not exc. 40 u. in.)	59.50	54.00	10.10	9.40	49.40	44.60	50.00	45.00
Lumber, rough, under 30 ft	59.50	54.00	10.10	6.60	49.40	47.40	28.00	20.00
Lath, shingles	59.50	54.00	10.10	8.00	49.40	46.00	35.00	25.00
Hay, double compressed	59.50	49.00	10.10	8.70	49.40	40.30	50.00	40.00
Hay, single compressed	89.25	81.00	12.38	11.50	76.87	69.50	62.50	56.00
Beer	66.50	57.75	12.20	10.10	54.30	47.65	55.00	50.00
Liquors, in glass (pkd.), Meat, salted, smoked, Potatoes, onions, in sacks, Tobacco, plug, Wagons, farm, Window glass (not exc. 68 u. in.)	66.50	60.00	12.20	10.00	54.30	49.20	55 00	50.00
Butter, fresh, Crackers, H. H. goods (rel'd.), Meat, fresh, Matches, Window glass (over 68 u. o. 86), Eggs (not rel'd)	83.50	72.00	14.30	12.90	69.20	59.10	70.00	60.00
General merchan. (N.O.S.), Glass, plate (more than 19 ft. u. msr.), Glass, plate (less than 19 ft. u. msr)	133.00	120.00	23.40	20.60	109.60	99.40	110.00	100.00
Wagons, exp., del., &c, Pianos, organs, &c, H. H. goods (not rel'd)	125.25	108.00	20.95	18.85	104.30	89.15	105.00	90.00

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The following table gives a similar statement regarding the through rate from point of origin to Dawson, and shows how this rate is apportioned:

Commodities.	Rate Vancouver to Dawson.		Ocean Proportion.		Balance, Skaguay-Dawson		River Proportion.		Balance, Skaguay-White Horse.	
Class.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
Class A	65·00	60·00	9·10	8·40	55·90	51·60	19·57	18·06	36·33	33·54
" B	80·00	70·00	11·20	9·80	68·80	60·20	24·08	21·07	44·72	39·13
" C	95·00	85·00	13·30	11·90	81·70	73·10	28·90	25·59	52·80	47·51
Flour, Sugar, Rolled Oats, Oatmeal, Cereals, Beans, Butter (Pickled), Salt, Cement, Coal Oil	65·00	50·00	9·10	7·00	55·90	43·00	19·57	15·05	36·33	27·95
Lubricating Oil	80·00	55·00	11·20	7·70	68·80	47·30	24·08	16·56	44·72	30·74
Castings, Iron, Sheet, Pipe Iron	65·00	55·00	9·10	7·70	55·90	47·30	19·57	16·56	36·33	30·74
Oats & Feed	65·00	50·00	9·10	7·00	55·90	43·00	19·57	15·05	36·33	27·95
Malt, bags & brls, Bran, Coal	65·00	60·00	9·10	8·40	55·90	51·60	19·57	18·06	36·33	33·54
Hay, double compressed	65·00	55·00	9·10	7·70	55·90	47·30	19·57	16·56	36·33	30·74
Lumber, rough, under 30 ft	65·00	40·00	9·10	5·60	55·90	34·40	19·57	12·04	36·33	22·36
Lath shingles	65·00	50·00	9·10	7·00	55·90	43·00	19·57	15·05	36·33	27·95
Machinery (including boilers, under 4,000 lbs), Window Glass (not exceeding 40 united inches)	65·00	60·00	9·10	8·40	55·90	51·60	19·57	18·06	36·33	33·54
Hay, single compressed	81·25	75·00	11·38	10·50	69·87	64·50	24·45	22·58	45·42	41·92
Beer	80·00	65·00	11·20	9·10	68·80	55·90	24·08	19·57	44·72	36·33
Liquors, in glass, packed, Meat, salted, smoked, Potatoes, Onions in sacks, Tobacco, plug, Wagons, farm, Window glass (not exceeding 68 usual inches), Butter, fresh in wood, Crackers, H.H. Goods rel'd, Meat, fresh, Matches, Window glass not exceeding 86 U. in	80·00	70·00	11·20	9·80	68·80	60·20	24·08	21·07	44·72	39·13
Eggs, not rel'd, General Merchandise N.O.S, Glass plate more than 19 ft. U. msr.	160·00	140·00	22·40	19·60	137·60	120·40	48·16	42·14	89·44	78·26
Glass, less than 19 ft. U. measurement, Wagons, express, delivery, &c	142·50	127·50	19·95	17·85	122·55	109·65	42·89	38·38	79·66	71·27
Pianos & organs, H. H goods not rel'd.										

The burden of the rates contained in the Skagway-White Horse tariff may be better understood by referring to the ratio of these rates in some particular instances to the price of the commodity. In the computing of the following table, Vancouver prices of December 3rd, 1910, have been taken:

Comodity.	Vancouver price per ton.	S. S. Rate to Skaguay per ton.	Assumed Skaguay price per ton.	Local rate per ton to W. Horse.		Ratio of Local rate Skag. Price.	
				L.C.L.	C.L.	L.C.L.	C.L.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
Beef, fresh	16 00	27 00	43 00	70 00	60 00	162·7	139·5
Pork, fresh	24 00	27 00	51 00	70 00	60 00	137·2	117·6
Butter, fresh	80 00	14 00	94 00	70 00	60 00	74·4	63·8
Cheese	30 00	10 00	40 00	55 00	50 00	137·5	125·0
Bacon	50 00	10 00	60 00	55 00	50 00	91·6	83·3
Potatoes	30 00	11 00	41 00	55 00	50 00	134·1	121·9
Flour	65 00	9 00	74 00	50 00	45 00	67·5	60·8
Oats	34 00	9 00	43 00	50 00	40 00	116·2	93·0
Hay, double compressed	26 00	15 00	41 00	50 00	40 00	121·9	97·5
Feed	36 00	9 00	45 00	50 00	40 00	111·1	88·8
Sugar	109 00	9 00	118 00	50 00	45 00	42·3	38·1

As indicated, the steamship rate has been added to the Vancouver price, giving an assumed Skagway price, and then the rail route from Skagway to White Horse is worked out as a ratio of this assumed Skagway price. The computation of percentages designedly omits the consideration of the ratio of the Skagway-Dawson rate to the Skagway price; for the White Horse-Dawson portion of the route is beyond the jurisdiction of the Board. The last column of the table illustrates the pressure of the rail rate. It is not assumed that the ratios shown do not alter from time to time with variations in price, but as the steamship proportions are agreed on and local rates are not fluctuating, it is probable that the ratios are not much out of line.

In the evidence given by Mr. Graves at Dawson, a large amount of material was submitted concerning the nature of the business of the route and the peculiar conditions affecting it. This testimony in condensed form is as follows.

The route, that is to say the rail and water route, has four months of profitable traffic during the season when the river is navigable. This period was stated to extend from about June 1st to October 1st. The local traffic, when navigation was closed, was stated to be insufficient to meet operating expenses. Mr. Graves stated that the business was practically all through traffic. At the hearing in Ottawa, Mr. Chrysler said that nine hundred and ninety-nine out of a thousand parts of the traffic were through traffic.

It is further developed and admitted that the bulk of the traffic is inbound. Among the statements obtained by Mr. Hardwell from the offices of the White Pass Route to Skagway there is one which covers freight and train mileage from the year 1899 to 1905 inclusive, and the first six months of 1906. This shows the following detail regarding the freight car movement:

	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906, Jan. 1 to June 30.
Mileage loaded freight cars, North.	77,812	285,719	365,128	331,843	364,751	342,612	335,158	118,210
" " " South.	2,416	9,702	12,854	13,340	15,246	21,106	11,858	5,781
Mileage empty freight cars, North.	748	821	2,851	2,599	969	1,907	429	201
" " " South.	73,949	275,568	349,168	319,205	347,152	328,797	329,459	110,402

Information for the period down to date is not available to show the proportion of loaded to empty car mileage and the direction of the traffic. It does not seem necessary, however, to pursue this phase of the subject matter further, as it is a matter of common knowledge that at present the traffic is preponderatingly a one-way traffic.

The features of the railway as to grade may be summarized from the report of the Chief Engineer of the Companies which is contained in the report of the White Pass and Yukon Railway Company for the year ending June 30th, 1900. Between Skagway and Summit, there is for a distance of thirteen miles a maximum grade of 3.81%. From Summit to Bennett, the maximum grade varies from 3.3% to 2.91%. Between Bennett and White Horse, the maximum grades vary from 1% to 3.9%. The latter grade is a short grade for a few hundred feet, and is with the inbound traffic. Aside from this, the maximum grade is 2%.

The traffic moving over this railway is subject to the Northern Freight Classification. In this Classification, goods are classed A. B. & C., A being the lowest class. In addition to the straight class ratings, there are various multiples of class ratings as well as fractions of class ratings. The tariff above referred to, viz., C.R.C. No. 9, gives the following tariff rates per ton:

	L.C.L.	C.L.
Class A	$50 00	$45 00
Class B	$55 00	$50 00
Class C	$70 00	$60 00

While the ton mile rate is not an infallible measure of the reasonableness or otherwise of a rate, it is to be given due weight. Referring to the material contained in the tables above dealing with the White Horse and Dawson rates, the following results for the rail hauls may be derived therefrom:

—	Dawson Ton Mile Rate in cents.		White Horse Ton Mile Rate in cents.	
	L C. L.	C. L.	L. C. L.	L. C.
Class A	33	30	45	40
Class B	40	35	49	45
Class C	48	43	63	54

It is manifest that the peculiar facts attaching to the traffic of this road justify much higher rates than would be reasonable in the case of other roads of similar length located elsewhere. Mr. Congdon said in Ottawa at the hearing on June 9th, 1909, (evidence Volume 88, page 8404).

"I am of course bound to concede, as every reasonable man must concede, that "this road is entitled to very much higher rates than any road of a corresponding "length or corresponding description, for that matter, to be found on the outside."

Recognizing that there are conditions peculiar to the Skagway-White Horse rail haul, it is at the same time of interest to make a comparison between the rates charged between Skagway and White Horse and the rates on the Mountain Division of the Canadian Pacific Railway in British Columbia. The class rates on this section of the Canadian Pacific are the highest in Canada, outside of the Yukon. The following table gives the rates per ton for a number of commodities in both less than carlots, and carlots, as well as the ton mile rates for both these classes of traffic between Skagway and White Horse, and between Canmore, B.C., and a point 111 miles west:

—	W. P. & Y. Ry. Class Rates per ton.		P. T. M.		C. P. R. Class Rates per ton.		P. T. M.	
	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.	C. L.
	$ cts.	$ cts.	Cts.	Cts.	$ cts.	$ cts.	Cts.	Cts.
Flour	50.00	45.00	45	41	8.60	5.00	8	5
Salt	50.00	45.00	45	41	8.60	3.90	8	4
Sugar	50.00	45.00	45	41	8.60	7.60	8	7
Butter	70.00	60.00	63	54	14.40	11.40	13	10
Coal Oil	50.00	45.00	45	41	11.40	7.60	10	7
Iron, Sheet	50.00	45.00	45	41	8.60	7.60	8	7
Hay, Single Compressed	62.50	56.00	56	50	25.80	3.90	23	4
Glass, Window	50.00	45.00	45	41	11.40	7.60	10	7
Tobacco, plug	55.00	50.00	50	45	17.20	8.60	15	8
Ale, Beer	55.00	50.00	50	45	11.40	7.60	10	7

It will be seen from a consideration of the figures that the ton mile rates from Skaguay to White Horse on the commodities indicated are in every case much higher than the highest charge between Canmore and the point taken. This comparison is not put forward as being in any way conclusive; it is simply an illustration. In the case of the White Pass Route, the great bulk of the traffic is through. It may be that with local development along the line from White Horse outbound that mineral traffic and other forms of traffic will develop; but this is a matter of development. It is further to be recognized that it is only during a portion of the year that the large bulk of traffic is moved. In the case of the portion of the Canadian Pacific Railway, which has been taken for purposes of illustration, it is to be recognized that the local traffic is negligible; almost without exception, the traffic passing over this portion of the railway is through traffic which moves a longer distance. But over this portion of the railway there is no seasonal limitation of traffic; it may move freely in either direction throughout the year. The large volume of through traffic which the Canadian Pacific Railway carries maintains this portion of the railway. Both the railway from Skagway to White Horse and the Mountain portion of the Canadian Pacific referred to are at present, from a traffic standpoint, bridges. Then, again, on this section, the grades are on the whole more favourable than on the White Pass & Yukon Route. It may be alleged that since practically no local traffic of any consequence moves on this section of the Canadian Pacific, the class rate is simply a paper rate. This may be accepted as true; but at the same time the class rates may be taken as what the Canadian Pacific would consider to be reasonable rates, if local traffic were moving over this section. And the comparison is of some advantage in showing what is the burden of rates on the White Pass & Yukon Route

After due consideration, I am of opinion that the tariff C. R. C. No. 9 is unreasonable and excessive, and that the respondents should substitute therefor a through tariff of joint rates showing a reduction of at least one-third in each case from the rates quoted in the above mentioned tariff, these rates to be a maximum to intermediate points between the international boundary between Alaska and British Columbia and White Horse, lower rates, if any, existing to or from such intermediate points not to be taken out because of this direction. This tariff should be filed to be effective by April 1st, 1911.

The Board deals in this matter with the class tariff alone. It is informed in evidence that it is the policy of the management of the railways making up the route from Skagway to White Horse to grant commodity rates for a period from about July 1st to August 15th or 16th, and in some cases to August 31st. The

Board expects that in granting such commodity rates no action will be taken by the railways which will place White Horse in the position of being discriminated against.

Judgment, Chief Commissioner Mabee, January 4th, 1911.

This is a continuation of this case as reported in 9 C.R.C. 190. The former judgment dealt only with the question of jurisdiction over the subject matter of the complaint, it being thought better that the respondents should have an opportunity of obtaining the views of the Supreme Court upon that question, before the reasonableness of their tolls was considered by the Board. No appeal was taken from that judgment. It was complied with by the respondents filing tariffs purporting to be in accordance with the directions given; and the only questions now remaining for disposition are whether in form these tariffs comply with that judgment, and as to the reasonableness of the tolls established by them.

Mr. Commissioner McLean has dealt fully with the question of the fairness of these tolls, and I entirely agree in his conclusions as to the tolls upon freight traffic.

Complaint was made against the passenger tolls in the orginal as well as in the Conrad complaint, and by the order of September 7th, 1910, made in that case, complaint against these tolls stood over to be considered in the present case.

I am of opinion that the one-third reduction should also apply to the passenger tolls upon passenger traffic over the portion of the route that the tolls upon freight traffic are being reduced. The Companies have, in the past, been charging eighteen cents per mile. This seems out of all reason, and has no parallel, so far as any information can be obtained. A reduction to twelve cents per mile will still leave the tolls three times as high as anywhere else in Canada.

Some criticisms of the form of the tariffs now being considered might be made but as these will have to be reprinted to comply with the reductions directed, further consideration may be deferred until the new ones are filed, showing the required reductions.

The Board will not be understood as holding that there may not be certain questions regarding wharfage at Skagway that may not fall within the provisions of the Railway Act; but these matters were not argued, and so have not been dealt with.

I am not unmindful of the importance of the view taken by the Board upon this matter, not only to the respondents but to the general public. A reduction of one-third in the rates of a company is a step that requires the most ample justification, and the Board should make no such requirement without feeling certain of its ground. It should hardly be necessary to say that it is equally the duty of this board to protect the capital *actually* put into a railway by its stockholders, as it is to protect the publi against unjust charges by those who operate the railway for the stockholders. If it were shown that the tolls heretofore in existence upon this line of railway only produced sufficient revenue to pay the proper expenses of maintenance of way and equipment, traffic, transportation, general expenses and fixed charges, and a fair dividend to the stockholders upon the money actually put into the road, I should refuse to be a party to reduction of tolls, even if they were the highest in the world.

The late Chief Commissioner, I am told, spent a vast amount of time in trying to ascertain what money went into this railway: at least three of the present members of the board have struggled with the same question; it lies at the root of this whole matter, yet the organization and capitalization of the various concerns that have been in existence as construction companies, operating and holding companies for this hundred odd miles of railway, has been so manipulated that the whole history represents a maze of mystery. Why was it necessary to obtain so many Federal, Provincial, American, and English charters to construct this short mileage? Why should it be impossible, from actual records, to show the cash that went into the enterprise? Why all this mystery? Some one may understand it all, no one connected with this Board does; and no one, upon behalf of the respondents, has been able to explain it.

I have no doubt that no such money as is shown in the capitalization of these companies ever went into the construction of this road, and the only inference that can properly be drawn from the unnecessary and mysterious combinations of individuals and corporations in the building and operation of this road is that it was never intended that anyone ever should be able to find that out. The Respondents offered no evidence of physical valuation of the undertaking in its present condition, or of the cost of reproduction; so we are left to struggle as best we can with the most complex and unsatisfactory lot of accounts and figures that it has ever been my misfortune to contemplate.

The requirements of this Board will diminish the rates of this route, within the zone of operation affected by these new tariffs, by thirty-three and one-third per cent. Let us see how this would work out assuming that this would have meant a corresponding decrease in the gross earnings of last year.

The report made to the Government of Canada by the British Yukon Company covers the 90.32 miles in Canada; but in this mileage is included that of the British Columbia Yukon Railway from Summit to Pennington, a distance of 31 miles, and that of the British Yukon Company thence to White Horse. The report to the Dominion Government for the year ending June 30th, 1910, shows that this mileage of 90.32 miles in Canada had passenger earnings of $78,283.00 and freight earnings of $206,547.00. The gross earnings are returned as $328,994.00. The general expenses of traffic and transportation, maintenance of way and structures, and equipment were in round numbers $117,000.00, leaving in round numbers net earnings for these 90.32 miles of $212,000.00.

While a reduction of one-third in rates does not of necessity mean a reduction in revenue, yet for the purposes of analysis it may be assumed that the one-third reduction in rates would mean one-third of the gross rates. The reduction on this amount would leave them at $219,000.00, which would leave $103,000.00 as the net earnings. These figures may mean much or nothing; it depends upon the fairness of the Company's book-keeping.

As indicated in the judgment rendered on June 14th, 1909, a resolution was passed on June 24th, 1902, providing that the gross through traffic earnings were to be applied, in the first place, to the payment of operation and other expenses; secondly, to the interest upon the bonded debt, (in so far as the local earnings should be insufficient to meet the operation expenses and bonded debt); and the remainder of the through traffic earnings was to be divided between the British Columbia Yukon and the British Yukon as follows: 25 per cent to the latter, 10 per cent to the former. Against these, there was charged in the case of the British Yukon Company 32 per cent of the operating expenses of the line of railway between White Horse and Skagway, and 14 per cent in the case of the British Yukon Railway Company. Here again, as in all of the record of the White Pass and Yukon Route, we find much complexity. In June, 1903, a resolution which was passed at different dates during this month by the Companies constituting the route dealt with the question of the apportionment of joint earnings between the respective companies, and stated—

> "Whereas the President of the Company has special knowledge of the "details of all such matters and on account of the delay which would be occasion-"ed, it is difficult or impossible in all cases to refer them beforehand to the "Board.
>
> "Now, therefore, be it resolved, that the President of this Company "is hereby directed and authorized to enter into on behalf of this Com-"pany any and all agreements with such companies deemed by him advisable "or equitable for the purpose of fixing or varying the proportion of joint earn-"ings or of special items of joint earnings from time to time divisible between "such companies, or for the purpose of charging against joint earnings such "items as he may deem a special or extraordinary expense incurred by one or

"more of such companies for the joint benefit or for the purpose of fixing the "proportion in which such items should be borne by the respective companies "benefited, and such agreements may be entered into as well after the event as "before."

Under this arrangement the following division of the gross earnings was made during 1903-1905—

	P. & A. R. & N. Co.	B. C. Y. Ry. Co.	B. Y. Ry. Co.	B. Y. N.Co.
1903..	13·06	7·6	14·8	64
1904..	20·43	9·33	17·81	52·4
1905..	30·34	8·62	16 91	44·13

The Board has not had submitted to it the basis of apportionment for more recent years; but on the latest information we have been able to obtain, it will be noted that the division for the rail portion of the route in Canada would represent only 25 per cent of the gross.

The divisions are purely arbitrary. Under the resolution, the operative portion of which has been quoted, they rest entirely in the discretion of the President of the Company, Mr. S. H. Graves. We have had no opportunity of checking these; we do not know whether the proportion of gross earnings apportioned to the British Yukon Navigation Company, which is outside of our jurisdiction, is a reasonable portion or not. It is manifest that the figures involved in the above return to the Government depend for their accuracy entirely upon these arbitrary divisions. This is a fair sample of all the figures, statistics, and statements furnished in this long drawn out case. Everything depends upon the judgment of some person or persons connected with the organizations or some or one of them. There seemed to be no original source for anything as a sure and safe starting point, and about the only thing in the whole case that one can feel perfectly safe about is the fact that in the past the tolls have been excessive and unreasonable.

These reductions, of course, do not apply to commodity tariffs or ore and concentrates, which were dealt with in the Conrad case. Personally, I have felt greatly handicapped in this case from not having heard the evidence. Satisfaction, however, is felt in the fact that both Commissioner Mills and Chief Traffic Officer Hardwell entirely agree in the order now made.

These gentlemen heard all the evidence given at Dawson and Vancouver, and Mr. Hardwell spent many days in investigating the Company's books at Skagway.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

The Order of the Board dated 18th January, 1911, directed (a) that the Joint Tariff C.R.C. No. 9, giving the rates charged by the respondent companies on the various descriptions of freight traffic therein specified between Skagway, Alaska, and White Horse, Yukon Territory, and intermediate stations in British Columbia and the Yukon Territory, be disallowed; (b) that the one-way passenger fares published in the respondent companies' Joint Pasenger Tariff C.R.C. No. 3, to apply between Skagway, Alaska, and stations in British Columbia and the Yukon Territory, to and including White Horse, be disallowed; and the respondent companies were directed to specify therefor joint tariffs of freight and passenger tolls based on a reduction of at least one-third, in each case from the freight and passenger tolls shown in the said tariffs, which were disallowed,—the said substituted tariffs to become effective not later than April 1st, 1911.

The respondent companies appealed to the Governor-in-Council from this Order, and an Order to enable them to prosecute their appeal, when the Board enlarged the time within which the said substituted tariffs were to become effective until the first June, 1911.

Re Canadian Northern Railway Company's Bridge over Moira River, Belleville.

Judgment, Assistant Chief Commissioner Scott, December 31st, 1910.

In its application, dated 31st Agust last, the Canadian Northern Railway Company applied for authority to construct a bridge over the Moira River in the City of Belleville. In the plans submitted by the Railway Company seven piers in the river are shown. The Municipal Council of the City of Belleville was asked if it had any objection to offer to the bridge, and after come correspondence the Board was sent a certified copy of a recommendation of the Railway and Public Works Committees, which was adopted by the City Council of Belleville at a meeting held on the 17th October, which read as follows:

"That in the opinion of the members of the Railway and Public Works "Committe a smaller number of piers than seven would be better in view of the "possibility of damages arising from damming back ice or water, but recom- "mend that the Council take no attitude in the matter either of consent or re- "fusal, leaving the matter to be disposed of by the Board of Railway Commis- "sioners of Canada, after examination of the piers by an Engineer of the Board."

Then in a letter from the City Solicitor, dated November 2nd, 1910, we were sent a resolution passed by the City Council apparently on that date, in the following language:

"That it is the sense of this meeting that in the construction of the C. N. "Railway Bridge over the River Moira, in this City that as few piers as possible "be placed in the river and that a copy of this resolution be sent the C.N.R. "Company and to the Railway Commission."

The Board's Engineer, Mr. Simmons, went to Belleville and examined the location of the bridge, and in a report dated November 7th, concurred in by Chief Engineer Mountain, he states:

"Taking everything into consideration, I am of the opinion that the piers "might reasonably be reduced from seven to five. This would increase the spans "from 65 feet in length to about 86′, and reduce the spans from eight to six in "number. This would not materially reduce the clearance between the bridge "and the bottom of the river, and would increase the length of the spans 21′ 8″. "I may say that the City has a bridge, about 1200 feet above the proposed bridge, "having three spans, and the longest of these is 75 feet in length."

On this Report the Board issued Order No. 12222, dated 9th November, 1910, authorizing the construction of the proposed bridge in accordance with the plan, with the exception that the number of piers in the river were to be reduced from seven to five, and the number of spans reduced from eight to six; detail plans of the proposed work to be submitted for the approval of the Engineer of the Board.

After this Order was sent out to the parties, the Municipal Council of the City of Belleville at a meeting on the 14th November passed the following resolution, copy of which was submitted to the Board:—

"That this Council submits to the Railway Commission that the City be "heard in regard to the number of piers in the C.N.R. Bridge over the Moira "River and particularly in view of the fact that Mr. Simmons, Engineer of "the Railway Commission, states to this Council that after he sent this Council "a copy of his report, we would be given an opportunity of being heard."

A special sitting of the Board in Belleville was arranged for the 29th November, at which counsel for both parties and a number of citizens were heard, and the loca-

tion of the proposed bridge examined by Mr. Commissioner McLean and myself. As it appeared to us at the time that the bridge was to cross a portion of the Moira River which it was contended by the City of Belleville was included in the territorial limits of the Harbour of Belleville, which under a Special Act 52 Vict. cap. 35, an Act respecting the Harbour of Belleville, was under the jurisdiction of the Harbour Commissioners of Belleville, it was decided to submit the matter to the Public Works Department of the Dominion Government before taking final action.

This was done, and by letter from the Secretary of the Public Works Department dated 29th December, the Board was sent a copy of a report of Mr. J. C. Sing, a District Engineer of the Department, in which among other things he states:—

> "I am of the opinion that the said bridge" (with five piers in the river) "as laid out on the C.N.R. plan would meet the conditions and not increase the "jam of ice on the river."

Mr. Sing also points out that a rock shoal in the river near the location of the bridge is an obstruction which impedes the flow of frazil and floe ice which should be removed, and also states that any material in the channel below the proposed bridge crossing, that may not give a depth of 12 feet of water below zero gauge should be removed. It is not clear from his report whether he intends that this work should be done by his Department or not.

The Board having given this matter careful consideration and having before it the opinion of two of its own engineers and the District Engineer of the Public Works Department that the construction of five piers in the river for the proposed bridge will not increase the jam of ice, should, I think, permit the Railway Company to go on with its work and construct the bridge on the understanding that the City of Belleville will be free at any future time to apply to the Board for an Order compelling the Railway Company to take some action to prevent the jamming of ice at its bridge when constructed, if it is shown that the disasters caused by ice jam flooding at Belleville are increased by the construction of the bridge.

No further Order will be necessary. The Secretary may merely write the Canadian Northern Railway Company to state that the request from the Board in the Secretary's telegram of the 22nd November to take no further action under the Order of the 9th of November is withdrawn, and the Company is now free to go ahead with its work.

Mr. Commissioner McLean concurred.

Imperial Steel and Wire Company, Ltd., v. Grand Trunk Railway Company.

Judgment, Chief Commissioner Mabee, January 10th, 1911.

On the 12th of March, 1910, the Applicants complained to the Board that they had been receiving, during the previous two weeks, almost daily, telegraph orders from their Winnipeg agent for carload lots of wire nails for all-rail shipment to Winnipeg via Grand Trunk to North Bay and C.P.R., and via Grand Trunk to North Bay, C.P.R. to Port Arthur and C.N.R. to Winnipeg. It was also alleged that the Grand Trunk Railway was the only line in Collingwood, and that, upon application to the agent of the Company there, he informed the Applicants that he had orders not to place Grand Trunk cars for that routing, but that he could place cars immediately if the Applicants would route via Chicago; and that, if the routing asked for was insisted upon, the Agent would have to order in Canadian Pacific or Canadian Northern cars, as the case might be, notwithstanding the Grand Trunk and empty cars standing in their yards. The Applicants further alleged that this should not be permitted, as it was discrimination against the manufacturer located on one line of railway.

The Grand Trunk, on the 14th of April, filed its answer to this complaint, among other things alleging that, at the time of the occurrence in question they were short

of cars throughout Ontario, due to the outbound loaded car movement from Ontario being greater than the inbound loaded car movement, and that sixty per cent of Grand Trunk box cars were on foreign lines; that in order to protect their Canadian local business and preserve sufficient equipment for that purpose, they were compelled to place orders with the connecting lines for the foreign empties that might be required for loading their lines.

It is admitted that the Applicants were refused the use of Grand Trunk cars for loading to Winnipeg, via the route above mentioned, namely, Canadian Pacific and Canadian Northern.

It was thought that possibly the car shortage at the particular time in question might be relieved, but the Applicants desire a ruling upon the facts, and we presume they are entitled to it.

Under date of the 27th of April, the Applicants allege that they are compelled, to secure their business in competition with other manufacturers who have Grand Trunk, Canadian Pacific and Canadian Northern facilities, and seem to be under the impression that they are in some way entitled to have the Board furnish them with just as good transportation facilities as if they were located at points where they had two or three connecting lines of railway.

The Applicants were advised, in April last, that the Board did not regard it as reasonable that a railway company should be required to supply its cars for a short haul upon its own line and a long haul on the line of another Company.

Let it be assumed that, in April last, the Grand Trunk Railway Company was having a shortage of cars by reason of its own equipment having gone to foreign lines. Now it seems to us that its first duty was to protect the traffic upon its own road. If the Applicants were entitled to require the Grand Trunk Railway Company to send its cars off its own lines, every other shipper situated on the line of the Grand Trunk Railway Company would have the like right, and if the railway company was in no way allowed to control the movement of its own equipment, in a very short time its equipment might practically be entirely beyond its control. This question came up for consideration as early as 1888, in a case of Riddle v. The Pittsburg & Lake Erie Railroad Company, reported in 1 Interstate Commerce Reports, page 374, from which the following excerpt is taken:—

> "If Complainants had a right to insist that this Company should send its "cars at such a time with coal to Buffalo, then every other coal mine on its "line had the same right, and this would have stripped this railroad of its "equipment, leaving the other business along its line to go to ruin, but none of "them had any such right. The Company had its legal duty to perform. Its "first and most paramount legal duty to the shipping public was to make its "entire freight equipment do its utmost in serving the shippers along its own "line." Further, "Under such circumstances the legal duty of this railway "company was as the evidence shows it did, to operate its cars so as to keep "them as much as possible on its line and confined to the business of its line."

We are not suggesting that the Board has not power to require a railway company to transfer its cars to other lines, but rather simply affirming the principle that, in times of car shortage, it is not only the privilege but the duty of a railway company to retain its equipment so that traffic upon its own lines may be properly taken care of.

In the case of the Canadian Pacific Railway Company and the Nelson & Fort Shepard Railway Company, as far back as the 13th October, 1906, the late Chief Commissioner ruled that the Nelson & Fort Shepard Railway Company need not permit its equipment to leave its own lines and required suitable accommodation and facilities to be furnished by the Nelson & Fort Shepard Railway Company for receiving, carrying, and delivering traffic from Salmo and Ymir to the nearest

junction point with the Canadian Pacific Railway Company, and further requiring the latter company to furnish adequate and suitable accommodation and facilities for receiving, carrying, and delivering such traffic brought to that point for furtherance to points on the line of the Canadian Pacific Railway Company, from time to time, as might be required.

We do not think, assuming that the Grand Trunk Railway Company was honestly endeavouring to take care of the traffic upon its own lines, that, at the time in question, the Applicants were entitled to have them compelled to furnish their own cars for the movement of this traffic to Winnipeg, along the route they desired.

With reference to the point taken by the railway company that it would furnish cars for this traffic routed via Chicago, the railway company answer that they had foreign cars upon their lines that they could have utilized, instead of moving westward empty. In any event, it is well settled that the inital or originating railway company is entitled to as long a haul upon its own lines as may be reasonable. This is laid down in the English case of The Plymouth, Davenport and South-Western Junction Railway Company vs. Great Western Railway Company, 10 Railway and Canal Traffic Cases, page 68. The following is an extract from the judgment in this case:

> "For instance, on the one hand, we have to take into consideration that the "Great Western Company ought not, without some due cause in the public "interest, to be deprived of the advantage of its long run in respect of traffic "which has originated on its own system."

It is not necessary to say anything further upon this point, as the foregoing covers the Applicant's complaint.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

Great Northern Railway Co. v. The Canadian Northern Railway Co.

The facts are fully set out in the judgment of the Chief Commissioner.

Judgment, Chief Commissioner Mabee, February 6, 1911.

In September, 1907, the Great Northern Railway Company filed with the Board an application asking for an order that the Canadian Northern Railway Company should *agree and concur in a joint tariff of $2.50 per ton on coal from Duluth to "Winnipeg,"* alleging, among other things, that the rate on coal from Port Arthur and Fort William to Winnipeg, over the lines of the Canadian Northern, was $2.50 per ton; that the joint tariff between the Applicant and Respondent from Duluth to Winnipeg was $3.00 per ton, of which the Respondent received seventy-five cents per ton; that the Applicant desired to reduce its rate to $2.50 per ton, and was willing to allow the Respondent seventy-five cents per ton out of this reduced rate; that the Great Northern mileage was 365 from Duluth to Emerson, and the Canadian Northern 66 miles from that point to Winnipeg; that the people of the latter city had called upon the Applicant for assistance on their coal supply; and that this could only be done by putting the Duluth-Winnipeg rate upon the same basis as the Fort William and Port Arthur-Winnipeg rate.

To this application the Canadian Northern made lengthy answer, and took objection to the Board's jurisdiction, which question was argued and determined adversely to the contention of the Respondent. Later on, evidence was given at Fort William and Winnipeg at great length, and the case was again argued in all its phases in the last week of January, 1908, and Judgment was reserved. The death of the late Chief Commissioner took place within six weeks of the close of the case, and the matter has never since been finally disposed of.

Section 336 provides that as respects all traffic carried from any point in the United States into Canada by any continuous route operated by more than one

Company, a joint tariff for such route *shall* be filed with the Board. This section applied to the movement of coal from Duluth to Winnipeg by the Applicant and Respondent and in compliance therewith the Applicant duly filed C. R. C. No. 142, effective December 31st, 1902; superseded by C. R. C. No. 612, effective August 6th, 1909; superseded by C. R. C. No. 631, effective September 30th, 1909; all naming the Canadian Northern Railway Company as a participating carrier, and the rate from Duluth to Winnipeg as $3.00 C. R. C. No. 631 has since remained and is still in effect.

Section 338 provides that where these joint tariffs are filed, the Company or "Companies shall until such tariff is *superseded* or *disallowed by the Board,* charge "the toll or tolls specified therein."

In the case of the Grand Trunk Railway Company v. The British American Oil Company, 43 S. C. R. 311, the Supreme Court held, affirming this Board, that, under Section 336, tariffs filed by foreign Railway Companies for rates on through traffic originating in foreign territory, to be carried by continuous routes owned or operated by two or more companies from foreign points to destinations in Canada, are effective and binding upon all Canadian Companies participating in the transportation, although not expressly assented to by the latter, and may be enforced by the Board against such Canadian Companies.

Under this decision, there is and has been nothing to prevent the Great Northern Railway Company, if it so desired, from filing a tariff giving a rate of $2.50 upon coal from Duluth to Winnipeg, naming the Canadian Northern Railway Company as the participating carrier, and this tariff would "*supersede*" the old $3.00 one, and the Canadian Northern would be bound to accept and carry traffic under it, unless it was "*disallowed by the Board.*" No order granting leave to file any such tariff, or requiring the Canadian Northern Railway Company to agree to, or concur therein, was or is necessary, and this application was entirely unnecessary.

The Canadian Northern has had on file, during all this time, a general concurrence with all tariffs that might be filed by the Great Northern, and in that respect its position would have been much weaker than that of the Grand Trunk in the Oil Case, as there it had endeavoured to protect itself by filing an exception to the oil rate of the Indianapolis Southern.

In view, however, of the amount of evidence given, and the time and labour spent upon argument, to say nothing of the importance with which the Respondent, as well as the Canadian Pacific Railway Company, regarded the application, it does not seem proper to leave the case in the above position, as, doubtless, if the Applicants filed such a tariff, the Respondents would at once move for its disallowance, and as all the possible material is now before the Board, it would seem reasonable to now determine whether, if a $2.50 rate were put in by the Applicants between Duluth and Winnipeg, over the route of the Applicants and Respondents lines, it would be disallowed by the Board.

The Canadian Northern Railway Company has a line from Port Arthur to Winnipeg, the Canadian Pacific Railway Company has a double track road between Fort William and Winnipeg, and the evidence showed that large sums had been expended at Port Arthur by the Respondents for the establishment of a plant for handling coal. Large sums in wages are paid at both these points to workmen engaged in this work; and it was clearly demonstrated that if this trade was taken away from these cities, it would seriously injure them. The facts, so far as they affected these two cities, were presented by Counsel for the cities, they being allowed to intervene, and may or may not have any bearing upon the case.

Let us deal for a moment with the case as it affects the Canadian Northern only: Now it enjoys the revenue derived from this coal traffic at the rate of $2.50 per ton, hauling it from Port Arthur to Winnipeg, about the same distance as from Duluth to Winnipeg, and the Great Northern desires to get this traffic away from it, putting seven-tenths of the revenue earned from it into its own treasury, cut-

ting down the earnings of the Canadian Northern from $2.50 to 75 cents per ton, and compelling it to return its empty grain cars to Winnipeg minus this coal traffic. In whose interests would all this be? What reason exists for the transfer of this traffic and the revenue derived therefrom from one Company to another? How would the Winnipeg coal consumer be benefited? Would he be getting coal by a shorter route or at a lower freight rate? This case is not to be considered as if the application came from the people of Winnipeg, supported by satsifactory evidence that the Railways were defaulting in furnishing a sufficient coal supply via Fort William and Port Arthur. There was something said about a shortage at some time, but it was not suggested at the hearing that the Fort William and Port Arthur route was not a satisfactory and reasonable one, nor was it suggested that the Railways operating from these points could not supply Winnipeg and adjacent points with all the coal necessary, and at the minimum of cost for its transportation.

The application, then, is a plain and selfish attempt by the Applicants to use the Board to divert traffic from the lines of the Respondent to its own lines; not to furnish any better or cheaper route for the carrying of coal to Winnipeg, nor to furnish any more prompt or steady service, but solely that the Applicants might obtain the revenues earned by the Respondent from this coal traffic. This Board has steadily refused to permit the Railway Act to be put to any such abuse.

An attempt of a somewhat similar nature was made in the *Muskoka Rates* case. The Canadian Northern Railway Company v. the Grand Trunk Railway Company and the Canadian Pacific Railway Company, 7 Canadian Railway Cases 289. There the Board said—"Is it fair that the Applicant should be permitted to "make use of the Act to divert from the lines of the Grand Trunk and Canadian "Pacific Railways at Toronto, the tourist traffic that the last mentioned railways "have spent years in developing? That this would be to the advantage of the "Applicant is clear, but it has not been shown that the public is to any appreci- "able extent interested."

The same principle was involved in the case of the Elder Dempster Steamship Company vs. the Grand Trunk and Canadian Pacific Railway Companies, 10 Canadian Railway Cases, 334. There the Board refused the application, and the following extract from the Judgment is sufficient to show why it failed: "Upon the face "of the matter then, it is a struggle to obtain from the Railways part of their west- "bound traffic; and it is by no means clear that the shippers would obtain any "material benefit if the application succeeded."

In England, in the case of the Didcot, Newbury, and Southampton Railway Company vs. the London and Southwestern Railway Company, 10 Railway and Canal Traffic Cases, 9 Sir Frederick Peel said: "It seems to me, upon the evidence, "that the means provided for that purpose by the Southwestern Company, by their "route, leave no cause of complaint, and that no real advantage would accrue to "the public through having the different route proposed by the applicants." These words are particularly applicable to the case in hand, as there was no evidence, nor did Counsel argue, that the route proposed by the Great Northern would produce any advantage to the public.

In the United States, the adminstration of The Act Respecting Commerce has been entirely upon the lines above indicated. *In re Through Passenger Routes,* 16 Interstate Commerce Reports, at p. 310, the then Chairman said: "The Statute "provides that the Commission may establish through routes and joint rates, but "does not require it to do so. It follows then that before the Commission can "lawfully exercise its discretion in this respect, it must find that no reasonable or "satisfactory through route exists; and when its jurisdiction is thus established, "its discretion must be exercised upon sound considerations of justice to the public "and the carriers."

In *Baer Brothers v. The Missouri Pacific,* 17 I.C.R., at p. 225, the present Chairman said: "As we understand the law, it does not require us in all cases where

"no through route and joint rate exists, to establish a route and fix a rate appli-
"cable thereto, but only empowers us to do so in a proper case, for the purpose of
"giving effect to the Act."

In *Spring Hill Coal Company vs. Erie Railroad Company,* 18. I.C.R., 508, it was held that the Interstate Commerce Commission had no jurisdiction to establish a through route and joint rate where a reasonable through route already existed.

Now, applying theses cases to the one now under consideration, the Board finds as a fact that there is already a reasonable route and rate, not a joint rate with the water carriers of this coal, because the Board has no control over them—but a reasonable route to destination; so if this case were before the Interstate Commerce Commission, the Applicants, upon that state of facts, would be told that there was no jurisdiction to establish another route.

It may be that the Railway Act gives wider authority to this Board, and that we have jurisdiction to establish more than one route and joint rate between any two given points; but any such action could only be justified by it being clearly established that the interests of the public plainly called for such intervention.

The law requires the carriers to establish reasonable through routes and rates applicable thereto, and when this has been done they have discharged their duty in that regard. The Canadian Northern says it has established a reasonable route for coal to Winnipeg; it has established that fact by evidence, and it is not bound to submit to another route established by the Great Northern Railway Company, this latter proposition being made solely for the pecuniary benefit of the Great Northern to the loss of revenue of the Canadian Northern, and no apparent corresponding benefit to the public.

If such a tariff were filed by the Applicants, it would, upon the existing state of facts, be disallowed by the Board.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

Byron Telephone Co. v. The Bell Telephone Co. of Canada.

Judgment, Chief Commissioner Mabee, January 20th, 1911.

On the 4th day of October, 1906, these two companies entered into a lengthy agreement reciting that the Byron Company was about to construct a metallic circuit telephone line extending from the village of Byron to points in the Townships of Westminster, Deleware, Lobo and London, within a radius of ten miles from the Village of Byron, all in the County of Middlesex, and that it had requested the Bell Company to make connection with its systehm.

Paragraph 1 of the Agreement provides:—

That the Bell Company will "permit an interchange of telephonic conversations
"and messages between the Byron Company's System, as above set forth, and the
"telephone system of the Bell Company under the general rules and regulations of
"the Bell Company, and at the charges hereinafter provided for, and to provide
"the necessary equipment therefor at its office in the village of Byron."

It is not necessary to refer to the other clauses of the Agreement.

Attached to the record is a letter from the General Superintendent of the Bell Telephone Company, dated December 4th, 1906, addressed to the Byron Company, acknowledging receipt of a letter addressed to Mr. T. H. Ashley, requesting permission to extend the Byron Company's system. The letter grants permission as outlined in the application, and requests that when the Applicant Company is ready to connect its additional lines that it should communicate with the Bell Company, stating the distance of the lines the latter Company would require to erect from its office to the Junction.

The application referred to in the above letter is not before us.

A letter is also filed, dated 18th September, 1909, from the General Superintendent of the Bell Company to the Byron Company, alleging that the correspond-

ence and contract had been gone over, and the letter contained the advice that the Bell Company did not expect that the Byron Company would require more than the capacity of a forty-seven switchboard, which would accommodate five terminating lines, and that, under the circumstances, the Bell Company must refuse to again add to the switchboard, as it did not consider the connection a paying one for the Company.

Another letter, dated December 6th, 1909, contained a statement forwarded to the Bell Company from Mr. Richmond, who was apparently the agent of the Bell Company at London. Mr. Richmond said that he could find nothing in the correspondence that would indicate that the Bell Company at any time intended or expected to have more than three Byron Company's lines on its Byron switchboard, and that he did not know what led up to changing the switchboard from Specification 47 to 50. The General Superintendent of the Bell Telephone Company further added that the contract was not satisfactory in other respects to the latter company, and that it must again refuse to comply with the request to incur the necessary expense to fulfil the applicant's wishes.

There is attached to the file a large amount of material showing the financial situation between the two Companies, and what each has made under the terms of the contract, but, as I understand the situation, this is immaterial. The point is, what was the contract? and I assume the parties must live up to the contract whether it was beneficial to one or both.

The matter comes before the Board upon the application of the Byron Company for an interpretation of their rights under clause 1.

In a memorandum of December 20th, which I asked to be sent to the parties, I stated that there seemed to be some doubt about the facts and that I did not see how the matter could be ruled upon. At that time the answer of the Bell Company had not been received. This answer alleges that, at the present time, the Byron Company's subscribers communicate with each other through the Bell Company's board at Byron, although such interchange was never in any way contemplated by the contract, or provided for therein; and that the Byron system has now grown to such an extent that it requires an enlarged switchboard for the interchange of service "*between its own subscribers.*"

There is nothing that I can find upon the file, from the Applicants, upon this point. They simply claim that the capacity of the switchboard provided by the Bell Company is not now sufficient. Sufficient for what?

In a letter from Mr. Robert McEwen, dated December 12th, he alleges that his understanding of the contract is that the Bell Company are required to supply a switchboard sufficient to accommodate all the lines the Byron Company take in to the Bell Company's office at Byron.

Clause one of the contract is in no way ambiguous if one knows the facts. It imposes upon the Bell Company the obligation to provide the necessary equipment to permit an interchange of telephonic conversations and messages *between the Byron Company's System*, as set out in the recital to the contract, and the *Telephone System of the Bell Company*. If it is necessary that this switchboard should be enlarged in order to do that, then it is the obligation of the Bell Telephone Company to construct the enlarged switchboard. If, on the other hand, the present switchboard is large enough to carry the traffic between the subscribers to the Byron Company, on the one hand, and the subscribers to the Bell Company, on the other, then it seems to me that the Bell Company has performed its duty under the contract. If this enlarged switchboard is necesary to take care of the traffic between the subscribers of the Byron Company themselves, who are switching through the Bell office, it does not seem to me that it falls within the contract. The parties themselves will know about this, and the foregoing ruling may apply as the facts are.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

THE CANADIAN NORTHERN RAILWAY CO. VS. THE CANADIAN PACIFIC RAILWAY CO.

Judgment, Assistant Chief Commissioner Scott, February 3rd, 1911.

The Canadian Northern Railway Company applied to cross the main line of the Canadian Pacific Railway, which is its North Shore line to Ottawa and its line to Quebec, some distance west of Jacques Cartier Junction, by an overhead bridge. It appears that at the point where the proposed crossing is to be constructed there is a spur from the C.P.R. to the jail. In order to have this spur track placed in the same opening under the Canadian Northern Bridge, which will span the Canadian Pacific Railway main line, the spur track will have to be moved. The question has come up as to which Company should be at the expense of moving the spur line. The Canadian Northern location in question was approved on the 30th August, 1906, and the Canadian Pacific Railway Company's jail spur was approved on the 29th January, 1908; but the latter spur has been constructed for some time.

Following the decision of the Chief Commissioner in the C.N.R. vs. C.P.R. 7 Canadian Railway Cases, p. 297, "construction" and not "approval of location" gives priority Therefore, the Canadian Pacific Railway Company's spur is senior and all the expense connected with its being moved for the purposes above mentioned should be borne by the applicants.

An order should go approving of the application on condition that the spur track, as well as the main line track of the C.P.R. is crossed overhead ; detail plans to be approved by an Engineer of the Board, and all expense of the work to be borne by the applicants.

Mr. Commissioner McLean concurred.

LACHINE, JACQUES CARTIER AND MAISONNEUVE RAILWAY COMPANY (GRAND TRUNK RAILWAY) VS. CANADIAN PACIFIC RAILWAY COMPANY..

Judgment, Assistant Chief Commissioner Scott, February 2nd, 1911.

The Lachine, Jacques Cartier and Maisonneuve Railway Company. (G.T.R.) has applied for a level crossing over the C. P. R. Company's tracks near the point of interchange at Jacques Cartier Junction. The evidence is that there are a very large number of trains, some thing over 50, per day on the C.P.R. line, with a prospect of an increase in traffic. This is not only the North Shore line to Ottawa, but its main line to Quebec as well. It has been demonstrated that by going a short distance further east from the point at which the Jacques Cartier Ry. Co. have applied to cross on the level, an under-crossing with sufficient clearance under the C.P.R. tracks could be found, which apparently would be satisfactory. Some distance further west from the point at which the Lachine, Jacques Cartier & Maisonneuve Ry. Company applied to cross on the level, the Canadian Northern have undertaken an expensive work to cross the C.P.R. tracks overhead.

Under all the circumstances of this case I am of the opinion that the application of the Jacques Cartier Ry. Co. to cross the C.P.R. on the level should be refused, and that Company should be advised that if they desire to cross the C.P.R. it should be by some means which would provide for a separation of grades.

Mr. Commissioner McLean concurred.

Application of J. & J. Taylor, Toronto, Cartage on Safes.

Messrs. J. & J. Taylor of Toronto complained that the note appended to item 35, page 47, of the Canadian Classification No. 15, namely, "Safes of 1000 pounds each, or over, to be loaded and unloaded by owners", was unjustly discriminatory against them as manufacturers of safes.

Judgment, Chief Commissioner Mabee, March 8, 1911.

The complaint attacks the note appended to Item 35, page 47, of Classification No. 15, which is as follows:—

"Safes of 1,000 lbs. each, or over, to be loaded and unloaded by owners."

This is an exception to Rule 12, which provides that freight weighing 2,000 lbs. or more per package must be loaded and unloaded by the owners. This exception is carried into the cartage tariffs, and together with safes of 1,000 lbs. each, or over, appear:—

"boats, all kinds; household goods and settlers' effects, marble slabs, pianos, "glass in boxes, outside dimensions over 10 united feet."

There will at once occur to one's mind reasons why those articles might properly be excepted for cartage—but why so as to safes of upwards of 1,000 lbs? The answer sets up that

"special vehicles and appliances are required"

for moving safes weighing more than 1,000 lbs., and that more men are necessary; that it is an unusual service and the expense is unusual. Now the carriers will cart any sort of machine weighing up to 2,000 lbs., but not an iron safe. Take, for instance, a printing press weighing 1,800 lbs., constructed with delicate parts and requiring careful handling. Surely it would be more expensive to the companies, and require more men to handle than an iron safe of the like weight. The applicants called an experienced carter, who said he would rather handle a safe than a machine, that "it is on wheels, and runs easily," and he had been handling safes for 35 to 37 years.

The position, then, is that the carriers admit that it is reasonable for them to cart all kinds of machines up to 2,000 lbs., but refuse to extend this rule to iron safes, unless they weigh less than 1,000 lbs. The Applicants make none that fall within this rule. If it is reasonable to cart a machine of 1,500 or 1,800 lbs., it seems to us to be unreasonable to refuse the same privilege to the manufacturers of safes. It flavors of different treatment to the manufacturers of safes from that extended to the manufacturers of machinery, and an order must go striking this note out of the Classification, and the cartage regulations must be amended accordingly.

Assistant Chief Commissioner Scott and Commissioners Mills and McLean concurred.

Application from Thomas Miles Sons, Hamilton, Ont., Rates on Gas-house Coke.

Thomas Miles Sons, Limited, of Hamilton, complained of the advance by the Grand Trunk Railway Company of Canada in its freight rates upon gas-house coke from Black Rock to Hamilton and other Ontario points.

Judgment, Chief Commissioner Mabee, March 9, 1911.

The applicants are coal merchants carrying on business in Hamilton, and complain against an advance in the freight rates upon gas-house coke from Black Rock to Hamilton and other Ontario points, which came into effect by Supplement No. 11, issued December 12th, 1910.

For many years the rate from Buffalo to Hamilton was 50 cents, and from Buffalo to Toronto 80 cents per ton. It has been increased to 80 cents from Buffalo to Hamilton and to $1.00 from Buffalo to Toronto. This increase is entirely on the Canadian end of the haul, and was said to have been brought about at the request of the Consumers' Gas Company of Toronto. Gas-house coke is made from bituminous coal, upon which there is a duty of 53 cents per ton, and the freight

rate on the coal from the Bridge to Toronto is 60 cents per ton; so, in competition with the Buffalo Gas Company, the output of Consumers' Gas Company is at a disadvantage of $1.13 per ton, gas-house coke being on the free list. This led to the matter being taken up by the Toronto Company with the Railway Companies. The freight rate from Toronto to Hamilton on this coke is 70 cents per ton as against the 50 cents Buffalo-Hamilton rate. From Toronto to Brantford it is 90 cents per ton as against a Buffalo-Brantford rate of 70 cents, and the Toronto company advises the Board, under date of March 8th instant, that they "asked that the rates from Toronto to the points named be lowered to meet the rates from Buffalo." Instead of complying with this request the companies increased the Buffalo-Hamilton rate by 30 cents per ton. We do not think anything was shown at the hearing to justify this increase, and these advances must be cancelled and the old rates restored.

Assistant Chief Commissioner Scott and Commissioners Mills and McLean concurred.

Protection of Highway Crossings.

Commissioner Mills:—

A Word on General Principles.

The four main factors to be considered as creating the necessity for protection at a highway crossing are: the number of railway tracks; the number of trains, and especially the rate of speed at which trains run over the crossings; the view which those using the highway have of trains approaching in both directions; and the amount of vehicular and pedestrian traffic over the crossing.

1. The number of railway tracks in close proximity is a matter which has to be carefully considered, especially when there are movements of engines or cars across adjacent tracks at irregular or uncertain intervals.

2. Due consideration must be given to the number of trains running on the main line of the railway; but the speed at which trains run is a matter of much greater importance, especially in the case of a double-track line on which through freight trains run full speed at irregular hours.

3. The question as to the view is one of much importance—whether persons approaching on each side of the crossing, at a distance of, say, 100 feet or more therefrom, have a clear, uninterrupted view of the railway for a considerable distance in both directions. This must always be regarded as one of the main factors to be considered in determining the nature of the special protection, if any, to be provided at a crossing.

4. Only limited weight should, I think, be given to arguments based on the amount of vehicular or pedestrian traffic on a highway. The traffic over any crossings in this and other Provinces has been heavy for years past and no accidents have occurred, because the view in all directions is clear and unobstructed; and at many crossings over which the traffic is quite light, accidents have occurred, because the view in one direction or the other is obstructed.

Further, I have never been able to see the justice of the conclusion that people who have to use a given crossing are not entitled to reasonably good protection of their life and property, simply because there is not considerable or a large number of others who have to use the crossing.

The Government, in laying out the roads through a township in a given county, say, in this Province, did not make the allowance 66 feet wide where it thought the traffic would be heavy, and half that width or less where the traffic was likely to be light; Township Municipalities did not construct the road surface 25 feet wide on certain road allowances where the traffic was likely to be heavy, and 15 or 16 feet wide where it was likely or sure to be light; Parliament, in deciding upon the width of a

subway for carrying a highway under a railway, did not say that it must be at least 20 feet wide where the traffic was heavy, and 16 or 17 feet wire where the traffic was known or likely to be light; and the Board, in dealing with the headroom required where a railway passes under a bridge, has never yet taken the position that there must be 22 feet 6 inches clearance where the traffic on the railway is heavy and many trainmen are exposed to danger, but that, in order to save expense, the headroom may properly be reduced to 17 or 18 feet where the traffic on the railway is light and the number of men exposed to danger is small. Hence I cannot see why the Board, in dealing with the question of the protection required at highway crossings, should proceed upon the principle that in order to save expense, the life and proprty of men may properly be endangered, in case the number exposed in any given instance is relatively small.

Therefore, I think the main point to determine regarding each rail-level crossing is the character and extent of the danger. There should be a reasonable minimum of protection against the danger, whatever it may be, at every such crossing, regardless of the amount of traffic; and the crossings which have the first claim for protection are those which are the most dangerous, whether the traffic over them happens to be light or heavy.

If the crossing is on comparatively level ground and persons approaching it on both sides of the track have, at points, say, 100 feet distant from the crossing, a clear and unobstructed view along the railway for about half a mile in each direction, they cannot, I think, reasonably maintain that the crossing is a specially dangerous one, whatever the traffic over it may be. If, however, the crossing is on an elevation, or in a cut, or if there is anything which obstructs the view in either direction, the crossing is dangerous, or possibly very dangerous, and has a first claim for protection, whether the vehicular traffic over it is light or heavy.

Ottawa, June 2nd, 1910.

APPENDIX "D."

OTTAWA, March 31st, 1911.

Sir,—I have the honour to submit, for the Sixth Report of the Board, a Memorandum of the Freight, Passenger, Express, Telephone, Telegraph, and Sleeping and Parlor Car Schedules filed with the Board from Nov. 1, 1904, when, by Order of the Board, under the authority of Section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to March 31, 1910; and from April 1, 1910, to March 31, 1911, inclusive; also, of the more important Orders relating to traffic issued by the Board to March 31, 1911:—

Schedules Received from November 1, 1904, to and including March 31, 1910.

Freight—			
Local tariffs	3,820		
Supplements	7,848	11,668	
Joint tariffs	7,067		
Supplements	20,994	28,061	
International tariffs	26,234		
Supplements	78,081	104,315	
			144,044
Passenger—			
Local tariffs	3,259		
Supplements	2,490	5,749	
Joint tariffs	1,447		
Supplements	2,022	3,469	
International tariffs	6,399		
Supplements	5,895	12,294	
			21,512
Express—			
Local tariffs	2,293		
Supplements	14,191	16,484	
Joint tariffs	1,220		
Supplements	7,068	8,288	
International tariffs	1,597		
Supplements	724	2,321	
			27,093
Telephone—			
Local tariffs	702		
Supplements	519	1,221	
Joint tariffs	1,159		
Supplements	495	1,654	
International tariffs	376		
Supplements	2,161	2,537	
			5,412

Sleeping and Parlor Car—

Local tariffs	17		
Supplements	16	33	
Joint tariffs	2		
Supplements	8	10	
International tariffs	16		
Supplements	10	26	
			69

Telegraph—

Tariffs	42		
Supplements	15	57	57
Combined totals, all schedules			198,187

Schedules received from April 1st, 1910, to and including March 31, 1911.

Freight—

Local tariffs	886		
Supplements	2,510	3,396	
Joint tariffs	1,393		
Supplements	6,115	7,508	
International tariffs	4,865		
Supplements	30,350	35,215	
			46,119

Passenger—

Local tariffs	771		
Supplements	756	1,527	
Joint tariffs	367		
Supplements	704	1,071	
International tariffs	1,119		
Supplements	1,740	2,859	
			5,457

Express—

Local tariffs	230		
Supplements	5,600	5,830	
Joint tariffs	296		
Supplements	885	1,181	
International tariffs	42		
Supplements	88	130	
			7,141

Telephone—

Local tariffs	55		
Supplements	75	130	
Joint tariffs	12		
Supplements	114	126	
International tariffs	43		
Supplements	597	640	
			896

Sleeping and Parlor Car—			
Local tariffs	29		
Supplements	6	35	
Joint tariffs	17		
Supplements	4	21	
International tariffs	8		
Supplements	7	15	
			71
Telegraph—			
Tariffs	21		
Supplements	32	53	
			53
Combined totals, all schedules			59,737
Grand total			257,924

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST.

March 9, 1904. Order permitting railway companies to continue their reduced fares to clergymen; also to students of universities, colleges and schools, to and from their homes.

June 28, 1904—Reduction ordered in the rates on oiled clothing, in carloads, from Toronto to Halifax, Winnipeg and Calgary.

July 16, 1904—Canadian Freight Classification No. 12, with Supplement No. 1, and Ruling Circular No. 1, approved.

July 30, 1904—Order reducing rates on cooperage stock in carloads.

July 30, 1904—Railway companies ordered to cease charging prohibitive rates on cedar lumber, ties, &c., and to substitute tolls which shall not discriminate between cedar and other woods ; also to amend the Canadian Freight Classification by including rails, fence posts, telegraph poles, and ties with other forest products, instead of carrying these commodities as formerly by 'special contract' only.

July 30, 1904—Railway companies directed to reduce their rates on glass bottles, in carloads, from Wallaceburg, Ont., to Toronto, Hamilton, Berlin, London and Montreal.

October 3, 1904—Order regarding special rates on material and machinery for new industries. Companies directed to report applications to the Board, which will deal with each on its merits.

October 3, 1904—Application of Grand Trunk Railway Co. for permission to charge a less rate on coal to Cobourg, Ont., for manufacturing purposes than charged to ordinary consumers and dealers, declined.

October, 1904—Reduction ordered in the rates on coal from Niagara and Detroit frontiers to Almonte, Ont.

October 10, 1904—Order revising and reducing the classification of fruit, and prescribing a maximum chrage for icing fruit cars in transit.

October 10, 1904—Order reducing rate on split peas, for export, to the same basis as flour, for export.

October 31, 1904. Railway companies directed to desist from charging higher rates on cedar lumber from the mills in British Columbia than charged on pine, fir, and spruce.

December 31, 1904—Disallowance of certain advanced freight tariffs on grain products from Ontario to the Maritime Provinces, which had been issued without legal notice. Companies directed to make restitution to shippers.

February 9, 1905—Conditions prescribed under which railway companies may make and report to the Board special rates in certain cases, under section 275 of the Railway Act, 1903.

February 9, 1905—Order prescribing circumstances under which the Board will receive telegraphic notices of immediate and limited changes in freight rates under emergency conditions.

February 9, 1905—Canadian Northern Railway Co. authorized to carry material and machinery for new industrial works at Fort Frances, Ont., at reduced rates.

March 6, 1905—Lower rates ordered on cattle from Ontario points to Montreal, St. John, West St. John and Portland, for export, so as to bring them into harmony with those paid by United States shippers.

April 15, 1905—Railway companies ordered to discontinue charging higher rates on grain between local points in Ontario and Quebec than charged on flour and other grain products between the same points.

June 2, 1905—Preferential coal rates from Port Stanley and Rondeau, Ont. ordered discontinued.

July 5, 1905—Restoration ordered of commodity rates formerly charged on carload shipments of metallic shingles.

July 13, 1905—Cartage and other allowances by railway companies to shippers to offset disadvantages of location ordered discontinued, unless published in the companies' tariffs.

July 25, 1905—Grand Trunk Railway Co., ordered to provide reasonable and proper facilities for the interchange of traffic at London, Ont., and its tolls prescribed for switching traffic to and from the Canadian Pacific Railway.

July 25, 1905.—Reduction ordered in rates from Ontario on all freight traffic to Montreal, Quebec, and the Atlantic seaboard, for export.

September 5, 1905—Railway companies required to place their rates on coal from frontier ports of entry, and lake ports, to interior points in Ontario, on an equal mileage basis.

.....1905—Equalization of freight rates ordered to points between North Bay and Sault Ste. Marie, Ont., as between Toronto and Collingwood shippers.

September 19, 1905—Order reducing rate charged at New Westminster, B.C., for switching grain to the distillery at Sapperton, and prescribing switching tolls within the New Westminster terminals.

October 14, 1905—Reduced rates prescribed on stone from Manitoba quarries to Winnipeg.

October 17, 1905—Canadian Pacific and Canadian Northern Railway Companies ordered to interchange carload freight without transshipment at Winnipeg and St. Boniface, Man., for shipment from, or delivery at, those points.

October 31, 1905—Reduced rates ordered on beans, in carloads, from shipping points in Ontario.

November 15, 1905—Provision made for fair distribution of empty cars at Lake Huron and Georgian Bay ports for the movement of Northwest grain during car shortage.

November 28, 1905—Interchange facilities at Lindsay, Ont., between the Grand Trunk and Canadian Pacific Railways, and tolls prescribed for switching local traffic.

December 14, 1905—Reduced rates prescribed on extra compressed hay and fodder, in carloads, from Grand Trunk and Canadian Pacific Railway stations in Quebec to Atlantic ports north of and including Boston, for export.

December 14, 1905—Ordered that rates on grain and grain products, in carloads, from points west of Montreal to and including Cornwall and Finch, Ont., and south

of the St. Lawrence in the counties of St. John's, Laprairie and Napierville, Chateauguay and Huntingdon, to points east of Levis, Que., do not exceed the rates from Montreal to the same points by more than 2 cents per 100 pounds, nor by more than the differences existing at date of order.

January 6, 1906—New car service or 'demurrage' rules, more favourable to the public than the old, promulgated by the Board for use on all railways subject to its jurisdiction.

February 14, 1906—Order reducing the rate charged by the Red Mountain Railway Company for switching ore at Rossland, B.C., for the Trail smelter.

(Amended by order, November 16, 1906).

February 14, 1906—Reduction ordered in the rate on grain, in carloads, from the Canadian Pacific elevator at Owen Sound to unloading sidings within the company's terminals at the same place.

March 24, 1906—Reduced minimum carload weights prescribed for freight loaded in box cars longer than the standard inside length of 36 feet 6 inches.

March 24, 1906—Additions ordered to the articles which may be shipped in mixed carloads at carload rates.

March 24, 1906—Reductions in minimum chargeable weight for light and bulky articles requiring open cars for carriage.

June 6, 1906.—The minimum carload weight of charcoal, authorized by the Canadian Freight Classification, not to be exceeded in commodity tariffs on same. Revision of commodity rates from Sault Ste. Marie ordered acordingly.

June 29, 1906—Reduced rates ordered on packing house products, in carloads, from packing points in Ontario to Montreal, for export.

July 18, 1906—Tolls prescribed to be charged by the Canadian Pacific Railway Company for switching traffic interchanged with the Grand Trunk Railway for loading or unloading at London, Ont.

July 19, 1906.—Authority granted the Dominion Atlantic Railway to charge the express rate on fresh fish on special freight trains making express time, Halifax to Yarmouth, N.S., for export to Boston, when so consigned, and in quantities beyond the handling capacity of the express company.

July 31, 1906—Renewal of the Montreal to Toronto westbound rate ordered on wall paper from Toronto to Montreal and Ottawa, and as the maximum to intermediate points, with corresponding reductions to points east of Montreal.

August 1, 1906—Order, supplementing order of July 30, 1904, requiring the carriage of railway ties to Canadian points at rates not exceeding the non-competitive special tariff rates on common lumber, also to United States joint rate points. Order of July 30, 1904, against the Kingston & Pembroke Railway Co. made applicable to all railway companies.

August 11, 1906—Railway companies required to abolish the additional arbitrary rate of 5 cents per 100 lbs. hitherto charged to British Columbia coast point on transcontinental traffic from Eastern Canada; also to substitute the minimum carload weights of the Canadian Freight Classification for the higher minima previously charged on the said traffic when loaded in cars longer than the standard car of 36 feet 6 inches; also to conform the weight allowance on lumber used for bracing, or otherwise safe-guarding, carload shipments of the said transcontinental traffic requiring such protection, to the basis allowed elsewhere in Canada.

October 13, 1906—Supplement No. 7 to Canadian Freight Classification No. 12 approved.

October 13, 1906—Nelson and Fort Sheppard and Canadian Pacific Railway Companies ordered to furnish adequate and suitable accommodation and facilities for the carriage and interchange of lumber, shingles, &c., from Salmo and Ymir, B.C., to eastern Canadian points.

November 9, 1906—Rates prescribed on freight traffic to rail points and lake ports of call in the districts of Kootenay and Yale, B.C.

November 12, 1906—Supplement No. 8 to Canadian Freight Classification No. 12 approved.

November 19, 1906—Promulgation of regulations relating to the publication and filing of express tariffs.

November 19, 1906—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1905, on joint application of the said railway companies and exporters.

December 6, 1906—Promulgation of regulations relating to the publication and filing of tariffs of telephone tolls.

February 15, 1907—Grand Trunk and Canadian Pacific Railway Companies authorised, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporters.

March 13, 1907—Reduced rate prescribed on logs, in carloads, from Brulé Lake, Ont., to Renfrew, Ont.

March 18, 1907—Canadian Pacific and Grand Trunk Railway Companies ordered to reduce their passenger rates on all their lines in Canada east of the Rocky Mountains to a maximum of 3 cents per mile.

April 11, 1907—Approval of Supplement No. 8 to Canadian Freight Classification No. 12.

April 12, 1907—Telephone companies directed to file particulars of any free service or tolls granted by them lower than the published tariff tolls; also particulars of cases in which the service of the companies is given wholly or partly for considerations other than monetary payments.

May 22, 1907—Granting leave to the St. John Ice Company to institute legal proceedings against the New Brunswick Southern Railway Company, for transporting ice for other parties at less than the published tolls.

June 25, 1907—Directing the Grand Trunk Railway Company to furnish cars and all proper facilities for receiving, loading and transporting import traffic received over the wharfs at Montreal, irrespective of cartage companies through whom the traffic is offered.

June 29, 1907—Approving Canadian Freight Classification No. 13.

July 2, 1907—Ordering that the rate on imported iron and steel in carloads, from Montreal Harbour to Simplex Railway Appliance Company, at Bluebonnets, be 2½ per 100 lbs., including the service of checking the goods from the dray to the car.

July 3, 1907—Approving Supplement No. 9 to Canadian Freight Classification No. 12.

July 5, 1907—Grand Trunk Railway Company ordered to issue third-class tickets at 2 cents per mile, and to run third-class carriages daily, between Toronto and Montreal.

July 6, September 23, November 13, 1907—International and Toronto Board of Trade Rate Cases. Grand Trunk, Canadian Pacific, Michigan Central, Pére Marquette, Wabash, Toronto, Hamilton and Buffalo, and Canadian Northern Ontario Railway Companies ordered to revise and republish their special local class freight tariffs (known as 'town tariffs'), in the territory east of and including North Bay, and east of the Georgian Bay, Lake Huron, and the St. Clair and Detroit Rivers, and south of the Ottawa River, on a uniform and modified mileage scale prescribed by the Board; also to revise and republish their through freight rates from central and western Ontario to eastern Canadian points, the maximum rates from Canadian points on the Detroit and St. Clair River frontier to all points east of the Atlantic and north of the Ottawa River to be scaled on the first class rates from Detroit and Port Huron to the same points.

July 6, 1907—Requiring the railway companies to furnish to the Board various particulars relating to their traffic operations, not covered by Sec. 375 of the Railway Act.

July 17, 1907—Authorizing the Canadian Pacific Railway Company to provide rates to British Columbia coast terminals on grain and mill stuffs, for export to Asia, by the issue and filing of special rate notices.

July 26, 1907—Standard passenger rate of Alberta Railway and Irrigation Company reduced to 4 cents per mile, and company required to furnish return tickets at one and two-third times single fare. (*See* Order No. 7585.)

August 6, 1907—Vancouver, Westminster and Yukon Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilties for the carriage of traffic from points on the Vancouver, Westminster and Yukon Railway to points on the Canadian Pacific Railway.

August 6, 1907—Crow's Nest Southern Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the Crow's Nest Southern to points on the Canadian Pacific Railway.

November 4, 1907—The Grand Trunk Railway Company ordered to reduce its rates from Rouse's Point, N.Y., to Coteau Junction and St. Polycarpe, P.Q., to 80 cents per gross ton on anthracite and 70 cents on bituminous coal.

November 21, 1907—Requiring the Grand Trunk Railway Company to reduce certain rates on paper from the Merriton, St. Catharines and Thorold mills to Montreal so as not to be greater than those charged from Brantford to Montreal.

December 10, December 23rd, 1907, January 15, January 30, 1908—Orders relating to arrangements for proper connections for passenger and mail traffic at Brockville, to be furnished by the Grand Trunk and Canadian Pacific Companies.

January 30, 1908—Authorizing the chairmen of the Official, Western and Southern Classification Committees to file with the Board copies of their freight classifications and supplements on behalf of United States railway companies which file international freight tariffs governed by these classifications.

Order No. 4533, March 25, 1908—Railway companies authorized to issue to secretaries of railroad Y.M.C.A.'s located on their lines, of which their employees are members, and for their household effects, free or reduced transportation when travelling on secretarial duties or being transferred.

Order No. 4680, May 7, 1908—Carload rating of 3rd class prescribed for books in cases.

Order No. 4682, May 5, 1908—Intercolonial and Grand Trunk Railway Company absolved from agreement with Canadian Pacific Railway re freight rates to Fredericton, N.B., on traffic from points west of Montreal. St. John, N.B., basis of rates restored to Fredericton.

Order No. 4781, May 27, 1908—Grand Trunk Railway and Wabash Railroad Companies to provide for interchangeability of passenger tickets between all stations in Ontario through which both companies run passenger trains.

Order No. 4784, April 23, 1908—Grand Trunk and Canadian Pacific Railway Companies required to arrange with Canadian Northern Ontario Railway Company for joint tariff of tolls, and facilities for passengers, to and from non-competitive points on the Canadian Northern Ontario Railway.

Order No. 4796, May 29, 1908—Fixing the toll to be paid the Michigan Central Railroad Company by the John Campbell Milling Company at St. Thomas for switching their traffic received from and destined to points on or via Grand Trunk Railway, and directing the Michigan Central Railroad Company to refund overcharges with interest.

Order No. 4884, June 17, 1908—Approval of revised classification of military stores and ordnance.

Order No. 4886, June 18, 1908—Reduction and realignment of rates on sugar from Vancouver to points in Alberta, Saskatchewan and Manitoba.

Order No. 4988, July 8, 1908—Prescribing uniform tolls for terminal interswitching services by all companies subject to the Railway Act.

Order No. 5117, July 30, 1908—Permitting railway companies to file tariffs of tolls through outside agents, under powers of attorney filed with the Board.

Order No. 5774, December 3, 1908—Authorizing Vancouver, Victoria & Eastern Railway and Navigation Company to meet on the Pacific coast, by special competitive tariffs, the competition of independent water carriers not subject to the Railway Act.

Order No. 5954, December 21, 1908—Railway companies to publish and file complete tables of distances between all their stations in Canada.

Order No. 5955, December 15, 1908—Canadian Pacific and Canadian Northern Railway Companies to publish and file joint tariff on grain and grain products from points on the line of the Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company to points in British Columbia.

Order No. 6147, January 21, 1909—Limiting the stopover toll that the Canadian Pacific Railway may charge on western grain and grain products held for orders at Cartier, Ont.

Order No. 6148, Janaury 21, 1909—Limiting the stopover toll that the Grand Trunk Railway Company may charge on lumber and forest products held at Sarnia Tunnel for orders.

Order No. 6166, January 13, 1909—Reducing the rates on western grain, ex vessel, from Kingston to points in Quebec and the Maritime Provinces.

Order No. 6167, February 4, 1909—Prescribing conditions for the carriage of acetylene gas by express.

Order No. 6168, Feburary 3, 1909—Reducing the rate on coal from the Niagara frontier to Lindsay, Ont.

Order No. 6186, February 1, 1909—Prescribing allowance to be made by railway companies to shippers who have to supply temporary inside doors to cars in which to ship grain. (See order 8860.)

Order No. 6242, February 8, 1909—Prescribing form of release of responsibility for freight shipped to flag stations.

Order No. 6701, February 19, 1909—Prescribing allowance to be made by railway companies to shippers who have to furnish temporary protective doors to enable cars to be used for shipments of coal.

Order No. 6702, March 25, 1909—Establishing the non-competitive lumber rates as the maxima to be charged on wooden telegraph, telephone, and trolley poles, between points east of Port Arthur, when loaded on single cars; and prescribing bases of charges for such poles requiring more than one car for carriage.

Order No. 6749, February 11, 1909—Reducing rates on coal from Bienfait, Sask., to certain points in Manitoba and Saskatchewan.

Order No. 6763, February 19, 1909—Prescribing allowance to be made by railway companies to shippers who, not being supplied with stock cars for live stock shipments, have to furnish lumber for suitable doors to box cars. (See order No. 8860.)

Order No. 6859, February 6, 1909—Prescribing tolls to be charged by the Canadian Pacific and Canadian Northern Railway Companies for interswitching grain held in transit at Winnipeg for milling, treatment, or storage, and re-shipment.

Order No. 6689, March 29, 1909—Directing all railway companies, subject to the Railway Act to file standard tariffs of maxium sleeping and parlour car tolls.

Order No. 6901, April 16, 1909—Toll of not over $3 per car approved for changing the destination of carload traffic while in transit.

Order No. 6947, April 26, 1909—Canadian Pacific Railway Company to arrange with its connections for publication of revised tariffs on the basis of $1.60 per 100 lbs. on oranges in straight carloads, or on mixed carloads of oranges

and lemons, and $1.45 on lemons in straight carloads, from California points to Regina, via Kingsgate, B.C., or Emerson, Man.

Order No. 6955, May 6, 1909—Dismissal, on grounds of non-jurisdiction, of application in re railway ties from Rivière du Loup to Bennington, Vt., for order directing the Intercolonial Railway and its connections to comply with previous orders prescribing rate bases for carriage generally of railway ties.

Order No. 6969, May 6, 1909—Grand Trunk and Canadian Pacific Railway Companies directed to honour from the international boundary, and in respect of their lines in Canada, through tickets and through baggage checking arrangements issued and provided by initial United States railway companies from points in the United States to non-competitive points on the Canadian Northern Ontario Railway.

Order No. 6996, April 29, 1909—Basis of rates prescribed from Montreal on western lake-borne grain and grain products to Canadian Pacific Railway points in New Brunswick.

Order No. 7023, May 10, 1909—Supplement No. 1 to Canadian Classification No. 14 approved.

Order No. 7045, May 4, 1909—Montreal Park and Island Railway Company to extend to Mount Royal ward (Cote des Neiges) as favourable treatment as afforded to residents in Notre Dame de Grace. (See orders 7975 and 7976).

Order No. 7055, May 20, 1909—Restraining the Elgin and Havelock Railway Company from collecting tolls until by-law authorizing the preparation and issue of tariffs had been submitted to and approved by the Board.

Order No. 7056, May 20, 1909—Restraining the Salisbury and Harvey Railway Company from collecting tolls until by-law authorizing the preparation and issue of tariffs had been submitted to and approved by the Board.

Order No. 7085, May 25, 1909—Application of Times Publishing Company, of London, for an order directing the Canadian Pacific Railway, the Great Northwestern, and the Western Union Telegraph Companies to transmit its messages to the Marconi Wireless Telegraph Station, Glace Bay, N.S., at the rate charged to other points along the Atlantic coast of Canada, dismissed pending inquiry into telegraph tolls generally.

Order No. 7093, May 31, 1909—On complaint of the British American Oil Company, of Toronto, that the Grand Trunk Railway Company unjustly discriminated against crude oil shipments from Stoy, Ill., to Toronto, by refusing to apply the published and filed joint tariff 5th class rates under the Classification—declared that the legal rate was the said 5th class joint through rate; and authorized the Grand Trunk Railway Company to refund the difference between the said rate of 20 cents per 100 lbs. and the rate of 32½ cents charged and collected. (By order No. 7479, July 6, 1909, leave given Grand Trunk Railway to appeal to Supreme Court upon question of law involved).

Order No. 7164, June 3, 1909—Approving form of release, or special contract, for the shipment of silver and other valuable ores.

Order No. 7246, June 16, 1909—Requiring the companies forming the White Pass and Yukon Route to file within thirty days tariffs of tolls covering all through freight traffic recived from vessels at Skagway, Alaska, and destined to White Horse, Y.T., or to intermediate points between the international boundary and White Horse; also freight traffic from White Horse and the said intermediate points destined to Skagway; also to file the basis of allotment of the said tolls between the said companies.

Order No. 7277, June 16, 1909—Joint through rates prescribed on lumber, shingles, and other forest products from points on the Vancouver, Westminster and Yukon Railway between New Westminster and Vancouver, via New Westminster or Vancouver, to points on the Canadian Pacific Railway other than those reached directly

by the Great Northern or its connections, on the basis of 1 cent per 100 lbs. over the rates of the Canadian Pacific Railway from Vancouver to the same points. (See order 9187.)

Order No. 7325, June 22, 1909—Rescinding clause 'h' of Order No. 3258 of July 6, 1907 (Toronto Board of Trade Rate Case), prohibiting advances in certain special commodity rates then existing without the sanction of the Board, the said clause having served its intended purpose.

Order Nos. 7343, June 23, and 8337, October 8, 1909—Requiring the absorption by the railway companies of the Montreal wharfage and port warden's charges on cheese shipped from points west of Montreal, on local bills of lading, for subsequent exportation from the port of Montreal, provided exported not later than May 31 of the following St. Lawrence navigation season.

Order No. 7494, July 7, 1909—Canadian Express Company's cancellation of rate on fruit shipments from Queenston, Ont., to Toronto, disallowed.

Order No. 7495, June 25, 1909—Reducing the joint rate on bituminous coal from Black Rock, N.Y., and Suspension Bridge, N.Y., to Marlbank, Ont.

Order No. 7562, July 15, 1909—Approval of two forms of uniform bills of lading, one for 'order' shipments, the other for 'straight' shipments, for use by all railway companies subject to the Railway Act.

Order No. 7585, July 23, 1909—Alberta Railway and Irrigation Company, required to reduce its passenger toll to 3 cents per mile, with one-sixth off for round-trip tickets, and to revise its special freight tariffs on the basis of the Canadian Pacific Railway in the same territory.

Order No. 7599, July 24, 1909—All railway companies subject to the Board's jurisdiction ordered to conform to the rules and regulations from time to time approved by the Master Car Builder's Association governing the loading of lumber, logs and stone on open cars.

Order No. 7602, July 23, 1909—Canadian Pacific and Canadian Northern Railway Companies, to publish and file joint tariffs of through rates on carload traffic included in classes 6 to 10 of the Canadian Classification, between Edmonton and North Edmonton and all points on Canadian Pacific Railway south of and including Red Deer, east of and including Daysland and Tees, and east and west of Calgary and Macleod, via Strathcona Junction, on the basis of 1 cent per 100 lbs. higher than the Canadian Pacific Railway rates to or from Strathcona.

Order No. 7881, August 27, 1909—Regulations prescribed for the receiving, forwarding, and delivering of explosives by every railway company within the legislative authority of parliament which accepts explosives for carriage.

Order No. 7975, June 1, 1909—Montreal, Park and Island Railway Company granted leave to appeal to Supreme Court as to 'Whether it is right or proper for the Board, in making Order No. 7045, May 4, 1909, to overlook contract dated November 7, 1907, between the Montreal, Park and Island Railawy Company and Notre Dame de Grace Municipality.

Order No. 7976, June 1909—Montreal Street Railway Company given leave to appeal to the Supreme Court upon the following question, viz.: 'Whether upon a true construction of sections 91 and 92 of the British North America Act, and of Sec. 8 of the Railway Act, the Montreal Street Railway Company is subject, in respect of its through traffic with the Montreal, Park and Island Railway Company, to the jurisdiction of the Board of Railway Commissioners for Canada.

Order No. 8154, September 25, 1909—Supplement No. 2 to Canadian Classification No. 14 approved.

Order No. 8513, October 16, 1909—Grand Trunk Railway Company to reduce its rate for moving grain from its Point Edward elevator to King Milling Company's mill at Sarnia to 1½ cents per 100 pounds.

Order No. 8860, December 10, 1909—Prescribing allowances to be made by railway companies to shippers who are compelled to furnish temporary inside car doors to enable cars to be used for certain traffic. (Rescinds orders 6186 and 6763.)

Order No. 8992, November 22, 1909—Prescribes regulations for the free weighing of cars containing bituminous coal at ports of entry in Ontario; also for reweighing on destination or intermediate track scales at consignee's request on payment of extra prescribed toll.

Order No. 9031, December 2, 1909—Niagara, St. Catharines & Toronto Railway Company to restore the joint rate of two cents per 100 pounds formerly charged on wood pulp, in carloads, from Thorold, Ont., to Suspension Bridge, N.Y.

Order No. 9099, December 23, 1909—On complaint of certain firms in St. John, N.B., against an increase in rates on shipments of iron and steel from St. John to Quebec Central Railway points, the Canadian Pacific Railway Company ordered to restore the former rates.

Order No. 9128, December 21, 1909—On application of Winnipeg manufacturers for an order directing the railway companies to equalize their rates on metallic shingles and siding from eastern points to Manitoba, Saskatchewan and Alberta, with their rates on the unmanufactured material, order dated July 5, 1905, directing the restoration of commodity rates formerly charged on metallic shingles and siding, rescinded, insofar as it related to shipments to points west of and including Port Arthur.

Orders Nos. 9156, January 3, and 9013, March 9, 1910—Rates to be charged by the express companies for the carriage of daily newspapers from Winnipeg to be the same as charged by the Dominion Express Company in eastern Canada.

Order No. 9164, December 22, 1909—Canadian Pacific Railway, Great North Western and Western Union Telegraph Companies ordered to postpone their revised code message regulations between points in Canada until July 1, 1910.

Order No. 9187, January 7, 1910 (Supplementary to order 7277)—Prescribes joint through rates on lumber, shingles, and other forest products from points on the Vancouver, Westminster & Yukon Railway, between New Westminster and Vancouver, via New Westminster or Vancouver and the Canadian Pacific Railway, to points on the Canadian Northern Railway, on the basis of one cent per 100 pounds over the rates of the Canadian Pacific Railway from Vancouver to the same points.

Order No. 9271, January 12, 1910—Michigan Central, Canadian Pacific and Toronto, Hamilton & Buffalo Railway Companies to publish and file a joint rate on coal not exceeding $2.60 per ton from Black Rock and Suspension Bridge, N.Y., to Sudbury, Ont.

Order No. 9362, January 24, 1910—Reducing the classification of certain manufactured articles of asbestos.

Order No. 9444, February 4, 1910—Application of the railway companies for variation in the Canadian Classification rating of automobiles, set up, dismissed; and rating of automobiles, taken apart, in box cars, reduced to double first-class.

Order No. 10005, March 22, 1910—Request of Elder, Dempster & Co. for the application by the railway companies of the export tariff to Montreal, Quebec, St. John, and Halifax, on traffic carried by the applicants' steamships, the Tehuantepec National Railway, and the Canada-Mexican SS. Line to Vancouver, dismissed, without prejudice to the rights of any persons interested to any relief the Board may deem proper upon a different set of facts being presented.

Order No. 10356, April 25, 1910—British American Oil Co. of Toronto vs Grand Trunk and Can. Pac. Ry. Cos. Railway Companies directed to provide special commodity rates on petroleum and its products, in carloads, from Toronto; and to revise their commodity tariffs from Petrolia, Sarnia, and Wallaceburg so as to maintain equable rates from the different shipping points.

Order No. 10528, April 19, 1910—Canadian Lumbermen's Association vs Grand

Trunk, Can. Pac., and Can. Northern Quebec Ry. Companies. Revision ordered of new tariffs on lumber, so as to preserve the same differences between the local and export rates to Montreal as existed in the previous tariffs. Application for disallowance of the revised tariff of local rates on lumber between points in eastern Canada refused.

Order No. 10649, May 17, 1910—Rate on livestock, in carloads, from Toronto to Smiths Falls, Ont., reduced to 14 cts. per 100 lbs.

Order No. 10653, May 19, 1910—The rates of the Grand Trunk and Can. Pac. Ry. Companies, on ex-lake western grain, to points in the Provinces of Ontario and Quebec, to be the same for equivalent distances from all lake and river ports at which facilities exist for the trans-shipment of the said grain from vessels to cars between Depot Harbour and Montreal, inclusive; and to include the cost of like services at all such ports of trans-shipment and at all points of destination, whenever the said cost is included in the rates at any port or ports of trans-shipment, or at any destination.

Order No. 10761, May 17, 1910—The uniform bill of lading used in the United States, and approved by the Inter-state Commerce Commission, for traffic carried from the United States into Canada, or from the United States through Canada to the United States, approved by the Dominion Board for the said traffic.

Order No. 10960, June 6, 1910—Can. Pac. Ry. Co. to revise its rates on coal and coke from points on its Lethbridge, Crows Nest and Cranbrook sections, to points west thereof, so as to place them on a reasonable basis relatively to its rates from the mines at Lethbridge, Alta.

Order No. 11316, July 28, 1910—Increased rate on grain and grain products, in carloads, from Birtle, Foxwarren, Binscarth, Millwood and Harrowby, Man., to Fort William and Port Arthur disallowed.

Order No. 11819, Sept. 7, 1910—White Pass & Yukon Route directed to cease from discriminating on shipments of ores and concentrates to Skaguay, Alaska, in favour of the Atlas Mining Co., operating in the vicinity of White Horse, Y.T., and to establish as favourable rates, proportionally, from Caribou Crossing to Skaguay; also to accord equal treatment to all shippers thereof with respect to wharfage and handling at Skaguay.

Order No. 11866, October 4, 1910—Provision of tolls and minimum weights for the carriage of articles too long or too bulky to be loaded through the side doors of box cars.

Order No. 11899, October 7, 1910—Provision in the Canadian Freight Classification of a special trade list of commodities designated as "building material."

Order No. 12107, September 22, 1910—Rat Portage Lumber Company vs. Canadian Northern Ry. Co. The Canadian Northern Ry. Co., as successor of the Manitoba & South Eastern Ry. Co., ordered to haul pine and spruce logs from the Rainy River district to St. Boniface and Winnipeg, in accordance with the provisions of 61 Victoria, chap. 43, Manitoba; and to abolish the additional toll charged for switching to the applicants' mill at St. Boniface.

Order No. 12275, April 25, 1910—On complaint of the Mount Royal Milling & Manufacturing Co. of Montreal that, as importers of uncleaned rice and shippers of cleaned rice to the interior, they were prejudiced by the lower railway rates from Montreal on rice cleaned in Great Britain, the rates on cleaned rice reduced from 3rd to 4th class between points in Eastern Canada.

Order No. 12290, September 8, 1910—Great Northern Ry. Co., directed to establish special milages rates on lumber and other forest products between points on its lines in British Columbia, similar to those charged by the Can. Pac. Ry. Co. within the same territory.

Order No. 12301 September 20, 1910—Discriminations in the passenger fares of the Windsor, Essex & Lake Shore Rapid Ry. Co. ordered removed.

Order No. 12520, December 12, 1910—On complaint of the City of Regina, the Can. Pac. and Canadian Northern Ry. Companies directed, by reducing their freight rates from Port Arthur and Fort William, to remove discrimination in favour of Winnipeg and other points in the Province of Manitoba, and against Saskatchewan and Alberta.

Order No. 12625, Dec. 14, '10.—The Bell Telephone Co. of Canada to charge the same tolls within the corporate limits of the City of Toronto, as of date of order, as were charged within the restricted limits of its Toronto exchanges, without prejudice to the Company continuing the pre-existing tolls for the local or limited service to such subscribers within the section formerly known as West Toronto as may not desire the services of the whole of the Toronto exchanges.

Order No. 12674, Dec. 20, '10.—Dominion Atlantic Ry. Co. ordered to desist from charging higher freight rates on finnan haddie than those permitted by the Canadian Freight Classification.

Order No. 12685, Sept. 23, '10.—On complaint of the Board of Trade of Kenora, the Can. Pac. Ry. Co. directed to place its freight rates from Port Arthur and Fort William to all stations intermediate to Winnipeg upon the same relative scale, with due regard to milegae, as the rates to Winnipeg; and to publish "distributing" tariffs on general merchandise from Kenora and Keewatin.

Order No. 12579, Jan. 14, '11.—The Grand Trunk and Canadian Pacific Railway Companies directed to establish facilities at St. Marys, Ont., for the interchange of carload traffic in cars.

Order No. 12783, Jan. 18, '11.—On the application of the Board of Trade of Dawson, Y.T., the companies forming the White Pass & Yukon Route ordered to publish joint tariffs of freight and passenger tolls based upon a reduction of at least one-third in each case from the tolls shown in their pre-existing tariffs between Skagway and stations in Canada to and including White Horse, which were disallowed.

Orders Nos. 12852 and 12853, Jan. 25, '11.—Maximum passenger toll of 2½ cents per mile prescribed for the Montreal Park & Island and the Montreal Terminal Railway Companies.

January 23, '11.—Standard maximum sleeping and parlor car tolls prescribed on all railways subject to the jurisdiction of the Board on which sleeping and parlor car services are provided.

Order No. 12953, Feb. 10, '11.—Approving the Express Classification for Canada No. 2; also forms of merchandise and money receipts, and forms of limited liability with respect to live stock and the attendants therewith.

Order No. 13185, Feb. 27, '11.—Railway companies which provide freight cartage services to withdraw the embargo in their tariffs of cartage charges against iron safes of 1,000 pounds weight and upward; and the onus of handling the same into and from freight cars to be transferred from owner to carrier.

Order No. 13215, Feb. 27, '11.—Disallowance of the rates of the Grand Trunk Ry. Co. on coke, in carloads, from Buffalo, Black Rock, and Suspension Bridge, N.Y., to Ontario points, to which the rates had been advanced.

Order No. 13228, Jan. 17, '11, and 13317, Mar. 29, '11.—Minimum carload weight for flaked or toasted cereals reduced from 30,000 pounds to 24,000 pounds per car.

Order No. 13357, Mar. 30, '11.—Prescribes from June 1, '11, municipal boundaries as the cartage limits of the express companies at all points where waggon service is provided, leave being given the companies to apply for approval of special limits at points where the municipal boundaries may be deemed unreasonable for the purpose.

I have the honour to be, Sir,
Your obedient servant,

A. D. Cartwright, Esq.,
Secretary.

J. HARDWELL,
Chief Traffic Officer.

APPENDIX "E."

April 28th, 1911.

A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners,
Ottawa, Ont.

SIR;—I beg to submit herewith a list of examinations and inspections made by the Engineering Department of the Board in the field covering the period from April 1st, 1910, to March 31st, 1911.

In addition 175 railway location plans, profiles and books of reference of railway locations have been compared and checked with route maps. Several hundred detail plans of bridges, subways, structures of all kinds, power wire crossings, pipe crossings and interlocking plans have been examined in the office during the same period, all of which have been submitted and approved by the Board.

I have the honour to be,
Sir,
Your obedient servant,
(Sgd.) GEO. A. MOUNTAIN,
Chief Engineer.

LIST OF INSPECTIONS MADE BY THE ENGINEERING DEPARTMENT OF THE BOARD OF RAILWAY COMMISSIONERS, APRIL 1st, 1910 TO MARCH 31st, 1911. INCLUSIVE.

April 1. Inspection highway crossing between lots 28 and 29 Con. A. Tp. of Hamilton by the line of the Canadian Northern Ontario Ry.

April 1. Inspection proposed crossing of the highway between Concession 1 and A, Twp. of Hamilton by the line of the Canadian Northern Ontario Ry.

April 2. Inspection of the Nipissing Central Ry. from Cobalt to Haileybury for traffic.

April 4. Inspection, File 6712, C.P.R. Bridge, mile 1:0 Nepinka Section.

April 4. Inspection, File 5567, C.P.R. Bridge, mile 119:0 Estevan Section.

April 4. Inspection, File 6712, C.P.R. Bridge over Badger Creek, Kepinka Section.

April 5. Inspection, File 7696, C.P.R. Bridge at mile 147·5 Portal Section.

April 5. Inspection of Smith Drain in connection with complaint of City of St. Thomas, Ont.

April 5. Inspection of highway between Cons. 6 and 7, Twp. of Mornington crossed by the single track of the Canadian Pacific Ry. Mileage 46·13.

April 5. Inspection of first highway crossing east of station at Streetsville Jct.

April 5. Inspection of first crossing west of Appin Jct. (G.T.R. Crossing) on the line of the Michigan Central Ry.

April 7. Inspection proposed crossing of Main Street in Village of Orono by the line of the Canadian Northern Ontario Ry.

April 7. Inspection of proposed crossing of the highway between Lots 6 and 7 Con. 4, Twp. of Darlington, Ont.

April 7. Inspection of crossing through St. Polycarpe Yard of the Grand Trunk Railway.

April 8. Inspection of Interlocking appliances where the Galt, Preston and Hespeler Ry. crosses the track of the Grand Trunk Ry. in the Town of Hespeler, Ont.

April 12. Inspection of Royce Avenue crossing over the Canadian Pacific Ry. and the Grand Trunk Ry. in the City of Toronto, Ont.

April 14. Inspection of highway crossing over the Canadian Pacific Ry. in the City of London, Ont.

April 14. Inspection of location of Grand Trunk Ry. from Allandale to Vespra.

April 24. Inspection of Laurentian Branch of the Canadian Pacific Ry. in connection with complaint as to condition of roadbed.

April 28. Inspection of proposed line of the Grand Trunk Ry. between Lots 85 and 86, Twp. of Woolwich, Ont.

April 28. Inspection of Percy's Highway Crossing 3½ miles west of Fergus, Ont. on the line of the Grand Trunk Ry.

April 28. Inspection of crossings over the Quebec, Montreal & Southern Ry. in the Town of St. Lambert.

April 29. Inspection of location of proposed subway at Josephine Street, Wingham, Ont. on the line of the Grand Trunk Ry.

April 30. Inspection of the line of the Essex Terminal Ry. for opening for traffic from its connection with the Grand Trunk Ry. just east of Town of Walkerville to its connection with the Canadian Pacific Ry. just south of City of Windsor.

May 6. Inspection of roadway on north side of team track of Canadian Pacific Ry. at Sand Point, Ont.

May 10. Inspection of track of the Canadian Pacific Ry., Soo Branch.

May 11. Inspection of crossing of Mill Street, Rockland, by single track of the Canadian Northern Ontario Ry.

May 11. Inspection of crossing at Wellington Street, Sault Ste. Marie on the line of the Canadian Pacific Ry.

May 11. Inspection of highway crossing over the line of the Canadian Pacific Ry. Soo Branch, at Lot 7, Con. 11, Twp. of Long, Ont. by the Sudbury to Sault Ste. Marie Trunk Wagon Road.

May 11. Inspection of crossing over the line of the Canadian Pacific Ry. Soo Branch by the Sudbury to Sault Ste. Marie, at Lot 9, Con. 6, Twp. of Lorne, Ont.

May 17. Inspection of the base line crossing just west of Whitby on the line of the Grand Trunk Ry.

May 18. Inspection of crossing of highway by line of Canadian Northern Ontario Ry. between lots 2 and 3, Con. 1, Twp. of Brighton, Ont.

May 18. Inspection of crossing of Division Street, Brighton, by the line of the Canadian Northern Ontario Ry.

May 18. Inspection crossing of Prince Edward Street, Town of Brighton by the line of the Canadian Northern Ontario Ry.

May 18. Inspection of crossing of Centre Street, Brighton, by the line of the Canadian Northern Ontario Ry.

May 18. Inspection of crossing of Napier St. Brighton, by the line of the Canadian Northern Ontario Ry.

May 18. Inspection of crossing of Railway Street in Town of Brighton by the line of the Canadian Northern Ontario Ry.

May 18. Inspection of the crossing of Mead Street in Town of Brighton, Ont. by the line of the Canadian Northern Ontario Ry.

May 18. Inspection of the crossing of the highway between Lots 20 and 21, Con. 1, Twp. of Cramake, by the double track of the Grand Trunk Pacific Ry.

May 18. Inspection of farm crossing of J. S. Scripture, Lot 30, Twp. of Cramahe, on the line of the Canadian Northern Ontario Ry.

May 19. Inspection of Concession Road "D" by double track of the G. T. Ry a short distance west of Scarboro Jct.

May 23. Inspection, Opening for traffic, C.N.R. line from Rosetown, mile 71·8 to Kindersley, mile 126·1, distance 54·3 miles.

May 26. Inspection of the line of the Montreal and Southern Counties Ry. for opening for traffic from St. Lambert to Chambly Road in Town of Longueuil.

May 27. Inspection of crossing of the Canadian Pacific Ry. in Township of Mornington, Ont.

May 27. Inspection of crossing of tracks of the Grand Trunk Ry. on Brock Ave Toronto.

May 28. Inspection of Brock Street crossing, Toronto, with reference to grade question.

May 30. Inspection of the interlocking appliances where the Canadian Northern Ontario Ry. crosses the Prescott Branch of the Canadian Pacific Ry.

May 30. Inspection, Interlocking Plant on G.T.P. Plant, Swing Bridge over Kaministiquia River, Fort William, Ont.

June 3. Inspection of crossing of Lachine, Jacques Cartier & Maisonneuve Railway over the tracks of the Canadian Pacific Ry. at Iberville Street, Montreal.

June 3. Inspection of crossing of Canadian Pacific Ry. at Jasques Cartier Jct. by the Lachine, Jacques Cartier & Maisonneuve Ry.

June 5. Inspection of proposed crossing of the Grand Trunk Ry. tracks immediately north of Severn Station, Ont.

June 6. Inspection of the Interlocking appliances at the crossing of the Grand Trunk Ry., Whitby Branch, by the track of the Canadian Northern Ontario Ry. near Brooklin, Ont.

June 7. Inspection of transfer track of the Grand Trunk Ry. connecting with those of the London Street Ry. just west of Wharncliffe Highway, City of London, Ont.

June 7. Inspection of Canadian Pacific Ry. line through farm of Wm. Hutchins.

June 10. Inspection, Opening for traffic, C.N.R. line from Russell, mile 104·3, to Calder, mile 145·3, distance, 41·0 miles.

June 14. Inspection of highway crossings on the line of the Canadian Northern Quebec Ry. in the Municipalities of Little River, Limouloi and Ste. Foye, P.Q.

June 15. Inspection of Canadian Northern Quebec Ry. *re* road diversion at Portneuf, P.Q.

June 15. Inspection of grade crossings of the Canadian Pacific Ry. at Yonge Street and Avenue Road, Toronto, Ont.

June 16. Inspection of highway crossing of the Canadian Pacific Ry. at Myrtle Station, Ont.

June 16. Inspection of crossing of Grand Trunk Ry. at Woodbine Avenue, Toronto, Ont.

June 16. Inspection, Opening for traffic, C.P.R. Bridges, Piers, and Abutments, Cranbrook Section, Western Division.

June 17. Inspection, Opening for traffic, C.P.R. Bridge, Sirdar Section.

June 18. Inspection, Opening for traffic, C.P.R. Bridge at mileage 41 A, Boundary Section, Pacific Division.

June 18. Inspection, Opening for traffic, C.P.R. Bridge at mile 36·4, Boundary Section.

June 18. Inspection, Opening for traffic, C.P.R. Bridge, Mile 14·6, Boundary Section.

June 18. Inspection of farm crossing of James Davis over the Canadian Northern Ontario Ry., Twp. of Cramahe, Ont.

June 20. Inspection, Opening for traffic, C.P.R. Bridge, Nakusp & Slocane Branch.

June 20. Inspection, Opening for traffic, C.P.R. Bridges, mileage 35·2, Nacusp & Slocane Branch.

June 20. Inspection, Opening for traffic, C.P.R. Bridge, mile 26·4, Slocane Lake Branch.

June 20. Inspection, Opening for traffic, C.P.R. Bridge at mile 17·5, Rossland Section.

June 21. Inspection, Opening for traffic, C.P.R. Bridge, mile 14·2, Rossland Branch.

June 22. Inspection, Opening for traffic, C.P.R. Bridge, mile 1·2, Revelstoke and Arrow Lake Branch.

June 22. Inspection of farm crossing of Mr. A. H. Woodbridge on the line of the Windsor, Essex and Lake Shore Ry.

June 22. Inspection of drainage of Mr. J. L. Shields on the line of the Georgian Bay and Seaboard Ry.

June 22. Inspection of crossing of track of the Kingston and Pembroke Ry. by the Kingston and Cataraqui Electric Ry. on Montreal Street, Kingston, Ont.

June 22. Inspection of farm crossing of Mr. Coatsworth on the line of the Windsor, Essex and Lake Shore Rapid Ry.

June 22. Inspection of Boston and Maine Railroad *re* highway crossing at Lennoxville, P.Q.

June 23. Inspection of Canadian Pacific Ry. *re* highway crossing at Megantic, P.Q.

June 23. Inspection of Canadian Pacific Railway *re* highway crossing at Milan, P.Q.

June 23. Inspection, Opening for traffic, C.P.R. Bridge at mile 0·72, Fraser River Mission Branch.

June 24. Inspection, Interlocking Plant, Fraser River Branch, New Westminster, B.C.

June 27. Inspection of crossing of St. Clair Avenue, West Toronto, by the Grand Trunk Ry.

July 5. Inspection of location of Canadian Northern Ontario Ry. in the vicinity of Belleville, Ont.

July 5. Inspection of crossing of the Grand Trunk Ry. by the Canadian Northern Ontario Ry. at rail level at Pinnacle Street, Belleville, Ont.

July 6. Inspection of farm crossing of Mr. A. D. Hartley, about one quarter of a mile south of Florenceville Station, N.B., on the line of the Canadian Pacific Ry.

July 6. Inspection of Canadian Pacific Ry. trestle over Cobb's Lake, Ont.

July 7. Inspection of crossing of Mary Street over the tracks of the Brantford & Hamilton Ry. in City of Brantford, Ont.

July 8. Inspection of crossing of Division Street, Colborne, Ont., by the Canadian Northern Ontario Ry.

July 12. Inspection of Canadian Northern Quebec Ry. location at Cap Sante, P.Q.

July 13, Inspection of crossing of Canadian Pacific Ry. at Mackays, Ont.

July 13. Inspection of the Smith Drain on the Michigan Central Ry. at St. Thomas, Ont.

July 14. Inspection of Hurdman's Road crossing by the Canadian Northern Ry., near Ottawa, Ont.

July 14. Inspection of Canadian Northern Quebec Ry. re claim of Mr. Lacourciere of St. Paulin for damages re drainage.

July 16. Inspection of subway under the Canadian Northern Quebec Ry. at Shawinigan Falls, P.Q.

July 16. Inspection of Canadian Pacific Ry. from Shawinigan to Grand Mere, P.Q., for opening of traffic.

July 20. Inspection of Manitoulin & North Shore Ry. for opening for traffic.

July 20. Inspection, proposed crossing of G.T.P., Battleford Branch, with C.P.R., Pheasant Hills Branch, N.E. ¼ sec. 36, tp. 36, range 16, W-3-M, Saskatoon District.

July 21. Inspection crossing G.T.P. Branch Lines, Young Prince Albert Branch crossing at grade, the Pheasant Hills Branch of C.P.R.

July 8. Inspection, Interlocking Plant, where C.N.R. Maryfield Extension, crosses C.P.R., Arcola Division, Carlyle, Saskatchewan.

July 21. Inspection of highway crossings on the line of the Canadian Pacific Ry. at Schaw, Leslie, Moffat and Corwhin, Ont.

July 22. Inspection of subway at Palgrave, Ont. on the line of the Grand Trunk Ry.

July 23. Inspection of location of Toronto, Hamilton & Buffalo Ry. spur across Grand Trunk Ry. at Hamilton to the Oliver Chilled Plow Works.

July 30. Inspection of interlocker at crossing of Kingston & Pembroke Ry. with the Kingston Street Ry., Kingston, Ont.

August 10. Inspection of Chatham, Wallaceburg & Lake Erie Ry. to open for traffic spur to Paincourt, Ont.

August 11. Inspection of bridge on the London & Windsor sections of the Grand Trunk Ry.

August 11. Inspection of farm crossing of Hormisdas Lablanc on the line of the Canadian Pacific Ry. north of St. Jerome, P.Q.

August 15. Inspection of roadbed of the Salisbury & Albert Ry. with reference to complaint of I. C. Prescott, of Albert, N.B.

August 23. Inspection of Grand Trunk Ry. from Queen's Wharf crossing to the Sunnyside Crossing with reference to Toronto Grade Separation.

August 24. Inspection of subway on Lot 5, Con. 2, Twp. of Hope, on the line of the Canadian Northern Ontario Ry.

August 30. Inspection of highway crossing at Eaton's Corners, P.Q., on the line of the Maine Central Ry.

August 31. Inspection of water course south of Iberville Jct., on the line of the Central Vermont Ry.

September 2. Inspection of the Rawdon Branch of the Canadian Northern Quebec Ry., for opening of traffic.

September 6. Inspection of retaining walls at east end of the Toronto, Hamilton & Buffalo Ry. on Hunter Street. Hamilton, Ont.

September 7. Inspection of highway crossing between Lots 6 and 7, Con. A. Township of Haldimand, on the line of the Canadian Northern Ontario Ry.

September 7. Inspection of farm crossing of Mr. C. A. Reddick, on the line of the Canadian Northern Ontario Ry., near Brighton, Ont.

September 7. Inspection, Location where V.V.E. & N. Co. crosses C.P.R. Main Line on Burrard Inlet between Campbell Ave. and Raymur Ave for the construction of a transfer track between the two Companies.

September 9. Inspection of Bilodeaus crossing on the line of the Grand Trunk Ry., at Ste. Julie, P. Q.

September 10. Inspection, File 13477, Case 31, Proposed location of C.P.R. Line from Pt. Moodie 3½ miles around Burrard Inlet, east and north side.

September 12. Inspection, opening for traffic, C.P.R. Co., Lacombe Branch from Stettler, mile 49·6 to Castor, mile 84·6, distance 35 miles.

September 12. Inspection of Canadian Pacific Ry. and Canadian Northern Quebec Ry. at Portneuf, P.Q., in connection with complaint of A. Frenette.

Sept. 15. Inspection, opening for traffic, C.P.R. Co., Kipp Branch, from Kipp to Carmangay, distance 28:2 miles:

Sept. 15. Inspection, three dangerous crossings, two on Lethbridge to McLeod Branch, mile 2·6 and 10·6, and one crossing on Carmangay Branch, mile 9·1, *re* alleged dangerous condition.

Sept. 17. Inspection, opening for traffic, C.P.R., Langdon Branch, from mile 0 to Acme, mile 39:0, distance 39 miles.

Sept. 17. Inspection of farm crossing of Mr. E. Lynch on the line of the Canadian Northern Ontario Ry., about one mile north of Maynooth Station, Ont.

Sept. 18. Inspection of automatic electric bell in C.P.R. yards at Westmount, P.Q.

Sept. 19. Inspection, File 1552, location where Edmonton Electric Street Railway propose to cross the Edmonton-Yukon and Pacific Railway, at Edward Street, at the junction thereof, with Stephen Avenue.

Sept. 19. Inspection of private crossing of the Jas. Robertson Co. Ltd., over the Grand Trunk Ry. and the Montreal Park & Island Ry., at Inspector Ave., Montreal, Que.

Sept. 20. Inspection of interlocking plant at Lake Shore Jct., at crossing of Essex Terminal Ry., Canadian Pacific Ry. and Windsor, Essex and Lake Shore Ry.

Sept. 20. Inspection of Interlocking plant at Oak Point Junction.

Sept. 21. Inspection, File 15080, for aproval of the Board *re* construction of Spur leading to property of S. Houlton across Fourth Street West, Calgary, Alberta.

Sept. 21. Inspection of interlocking plant installed at Walkerville crossing of the Essex Terminal Ry. with the Pere Marquette Ry.

Sept. 22. Inspection of highway crossing on the line of the Grand Trunk Ry., two miles west of Clinton, Ont.

Sept. 22. Inspection of Canadian Northern Quebec Ry. in connection with subway at Station Avenue, Shawinigan Falls, P.Q.

Sept. 23. Inspection, File 9913, MacLeod Branch of C.P.R. from MacLeod to Calgary Junction, distance 105:2 miles.

Sept. 24. Inspection, location for a siding connecting property of Tuxedo Park Company, Ltd. and Canada Cement Company with G.T.P. and C.N.R.

Sept. 25. Inspection of double 12 foot concrete arch subway constructed by the International Portland Cement Co. under Canadian Pacific Ry. main line track at mileage 116·8 Ottawa Subdivision near Hull, Que.

Sept. 26. Inspection of drain on Amos Morgan's farm on the line of the Canadian Pacific Ry., mileage 89·9 Havelock Section.

Sept. 27. Inspection of Grand Trunk Ry. through property of J. Thomas, one mile east of Prairie Siding, Ont.

Sept. 27. Inspection of highway crossing on the line of the Grand Trunk Ry., one mile west of Clinton, Ont.

Sept. 28. Inspection of the Montreal and Southern Counties Ry. in connection with complaints of Municipality of Montreal South, Que.

Sept. 28. Inspection of highway crossing one and a half miles west of Tilsonburg, Ont., one the line of the Grand Trunk Ry.

Sept. 28. Inspection of New Brunswick & Prince Edward Island Ry. from Sackville to Cape Tormentine, a distance of 36 miles.

Sept. 29. Inspection of highway crossing between Lots 10 and 11, Township of Clarke on the line of the Canadian Northern Ontario Ry.

Sept. 29. Inspection of highway crossing between Lots 2 and 3, Township of Clarke on the line of the Canadian Northern Ontario Ry.

Sept. 29. Inspection, C.P.R. second track of the double track between Winnipeg and Portage La Prairie, from mile 2 to mile 55, distance 53 miles.

Oct. 3. Inspection, opening for traffic, C.N.R. Branch line from Ochre River to end of track, distance 15 miles.

Octo. 4. Inspection, opening for traffic, G.T.P. line from Battle River, mile 675 to Edmonton, mile 793:7, distance 118:7 miles.

Oct. 5. Inspection of the Brockville, Westport and Northwestern Ry. in connection with fencing.

Oct. 7. Inspection of crossing of Princess Avenue, Lachute, P.Q., by the Canadian Pacific Railway.

Oct. 7. Inspection, location where Pembina Road runs parallel to C.N.R. Co. right of way, *re* complaint of Mun. of Montcalm.

Oct. 8. Inspection of interlocking plant at crossing of Canadian Northern Quebec Ry. and Montreal Terminal Ry., at Montreal, Que.

Oct. 10. Inspection of Richmond Road Viaduct, Ottawa, Ont.

Octo. 10. Inspection, Interlocking plant, where the Port Arthur and Fort William Electric Railway crosses G.T.P. Ry., at Young Street West, Fort William, Ont.

Oct. 11. Inspection of trestle on the London & Lake Erie Ry. at Union, Ont.

Oct. 12. Inspection of bridges on the Port Burwell Branch of the Canadian Pacific Ry.

Oct. 12. Inspection, location where C.P.R. desire to construct two new tracks across Duncan Street, leading into the New Union Depot.

Oct. 13. Inspection, Opening for traffic, C.P.R. Line, Virden-McCauley Branch, distance 14 miles.

Oct. 14. Inspection of bridges on the Owen Sound Branch of the Canadian Pacific Ry.

Oct. 14. Inspection of Detroit River Tunnel.

Oct. 15. Inspection of Etobicoke Branch of the Canadian Pacific Ry.

Oct. 15. Inspection of Main Street Crossing, Mount Forrest, Ont., by the Grand Trunk Ry.

Oct. 17. Inspection, Opening for traffic, C.P.R. Line, Pheasant Hills Branch, West of Saskatoon, from mile 476, to .00 near Senlac to Hardisty, mile 561·3, distance 85·63 miles.

Oct. 17. Inspection, Proposed overhead bridge location at mileage 33·2 on C.P.R. West of Asquith, Sask.

Oct. 18. Inspection of crossing where Edmonton Electric Street Railway desire to cross tracks of Edmonton-Yukon and Pacific Railway at Edward Street.

Oct. 18. Inspection, proposed extension of spur line over property of Clover Bar Coal & 28.Company to property of the Humberstone Coal Company.

Oct. 18. Inspection of bridges on the Brockville Branch of the Canadian Pacific Railway.

Oct. 19. Inspection, Interlocking Plant, where C.N.R. crosses G.T.P. Main Line, Riley, Alta.

Oct. 19. Inspection of bridges on the Prescott Branch of the Canadian Pacific Ry.

Oct. 20. Inspection of highway crossing by the Ottawa & New York Ry. in Twp. of Russell, Ont.

Oct. 21. Inspection of crossing of Bronson Avenue, Ottawa by the Grand Trunk Ry.

Oct. 26. Inspection of main line of the Central Vermont Ry. from St. Lambert to Waterloo in connection with track and bridges.

Oct. 27. Inspection of crossing of Bridge Street, Port Burwell, Ont., by the Canadian Pacific Ry.

Oct. 28. Inspection of bridges on the Orangeville Branch of the Canadian Pacific Ry.

Oct. 28. Inspection of street crossings in Peterboro, Ont.

Nov. 2. Inspection of proposed site of bridge over the Moira River in Belleville, Ont., on the line of the Canadian Northern Ontario Ry.

Nov. 2. Inspection, File 13952, street crossing in town of Vegreville, re-opening of said street, known as Main St.

Nov. 4. Inspection of branch line of Chatham, Wallaceburg & Lake Erie Ry. to the Village of Paincourt for opening for traffic.

Nov. 7. Inspection of Montreal & Southern Counties Ry. for opening for traffic.

Nov. 7. Inspection, Opening for traffic, C.P.R. Toulong Branch from Komarno, mile 44·70 to end of track, mile 74:90, distance 28·2 miles.

Nov. 8. Inspection of location of the Quebec Railway Light, Heat & Power Company's line through the Gugy Estate, Quebec, P.Q.

Nov. 9. Inspection, Interlocking Plant, West Fort William.

Nov. 9. Inspection of Canadian Northern Quebec Ry. from Loretto to Quebec, and Montmorency Branches.

No. 9. Inspection of Naud's water-power at Deschambault, P.Q., in connection with trestle of Canadian Northern Quebec Ry.

Nov. 9. Inspection of protection at St. Claire Avenue, Toronto, Ont.

Nov. 9. Inspection of Grand Trunk Ry. crossings in Police Village of Palgrave, Ont.

Nov. 9. Inspection of highway crossing south of Tottenham, Ont., on the line of the Grand Trunk Ry.

Nov. 11. Inspection, crossing location where V.F. & S. Electric Ry. propose crossing V.V. & E. & H. Co. (G.N.R.) near Ardley, B.C.

No. 15. Inspection of location of propsed transfer track between the Grand Trunk Ry. and the Canadian Pacific Ry. at St. Mary's, Ont.

Nov. 15. Inspection as to protection where Winnipeg Electric Street Railway crosses C.N.R. on Main Street, Winnipeg.

Nov. 15. Inspection, as to question of raising tracks of C.N.R. at end of Norwood Bridge, Winnipeg.

Nov. 16. Inspection, Opening for traffic, Diversion on C.N.R. Main Line from mile 12·2, near Slate River, to Kakabeka Falls, Port Arthur Subdivision, distance 9·76 miles.

Nov. 18. Inspection of bridges on the Eganville Branch of the Canadian Pacific Ry.

Nov. 18. Inspection of Canadian Pacific Ry. Bridge at Mileage O.S., Montreal West, P.Q.

No. 22. Inspection of Cemetery Crossing on line of Grand Trunk Ry. at Huntingdon, P.Q.

Nov. 23. Inspection of Canadian Northern Ontario Ry. through property of Mrs. Massey in Twp. of York, Ont.

Nov. 23. Further inspection highway crossing on Nairn's Road over C.P.R. tracks, Elmwood, East Winnipeg, as to protection.

Nov. 23. Inspection highway crossing over C.P.R. tracks joining Talbot Street, Elmwood, East Winnipeg, as to protection.

Nov. 23. Further inspection highway crossing over C.P.R., Molson Cut Off, and Carter's Avenue, as to protection.

Nov. 23. Inspection of Grand Trunk Ry. through Parish of St. Blaise, P.Q. in connection with drainage.

Nov. 25. Inspection, File 13224, inspection of V.V. & E. & N. Co. at Vancouver, B.C., tracks marked "A & B," between Harriss and Hastings Street.

Nov. 29. Inspection, location of spur leading from the main line C. P. Ry to premises of Grenfell Milling Co., Grenfell, Sask.

Dec. 1. Inspection of highway crossing at Pacific Avenue, Mile End, Montreal, by the Canadian Pacific Ry.

Dec. 1. Inspection of crossing of Side Road between lots 14 and 15, Concession 2, Tkp. of Holland, by the Canadian Pacific Ry, east of Chatsworth, Ont.

Dec. 8. Inspection of crossing of Cannon Street, Hamilton, by the Port Dover Branch of the Grand Trunk Ry.

Dec. 8. Inspection of crossing of Main Street, Hamilton, Ont., by the tracks of the Port Dover Branch of the G. T. Ry.

Dec. 8. Inspection of new second track of the Canadian Pacific Ry. in Lambton, Ont. for opening for traffic.

Dec. 8. Inspection of proposed extensions of the Aberdeen Yard of the Toronto, Hamilton & Buffalo Ry. in the City of Hamilto, Ont.

Dec. 9. Inspection of interlocking appliances where the Walkerton & Lucknow Ry. crosses the narrow gauge railway of the Hanover Portland Cement Co. at Mileage 29·1 near Hanover. Ont.

Dec. 8. Inspection of crossing of King St., Hamilton, Ont., by the Port Dover Branch of the Grand Trunk Ry.

Dec. 9. Inspection of Montreal & Southern Counties Ry. in connection with complaint of Municipality of Montreal South, P.Q.

Dec. 13. Inspection, Complaint of C. M. Ross, Maidstone, against C.N.R. to have Right-of-way fenced, from Maidstone to Birling Siding.

Dec. 14. Inspection of crossings on the line of the Canadian Pacific Ry. at Main and Bridge Streets, Almonte, Ont.

Dec. 14. Inspection of location of the Grand Valley Ry in the City of Brantford, Ont.

Dec. 16. Inspection, Opening for traffic, C.N.R. Branch Line from Maryfield to Luxton, distance 68 miles.

Dec. 16. Inspection, Opening for traffic, C.N.R. Branch Line from Luxton to Bienfait, distance 16 miles.

Dec. 17. Inspection of bridges on the St. Mary's Branch of the Canadian Pacific Ry.

Dec. 17. Inspection, Opening for traffic, C.N.R. Branch Line from Hallboro to Beaulah, distance 75 miles.

Dec. 20. Inspection of Atlantic, Quebec & Western Ry. for opening for traffic between Newport Station and Grand River Station.

Dec. 20. Inspection of crossing under the embankment of the Atlantic, Quebec & Western Ry, a short distance east of Little Pabos River Bridge, P.Q.

Dec. 20. Inspection of farm crossing on the Atlantic Quebec & Western Ry. near Gascons, P.Q.

Dec. 21. Inspection of bridge over the Atlantic Quebec & Western Ry. at Rock Cut, Fifth Range, Que.

Dec. 21. Inspection of Atlantic, Quebec & Western Ry. at Anse aux Canards in connection with complaint of R. Le Marquand, Newport Point, P.Q.

Dec. 21. Inspection of Atlantic Quebec & Western Ry. in connection with complaint of Municipalities of Nouvelle and Shoolbred regarding the state of fences, cattle guards, crossings and overhead bridge.

Dec. 21. Inspection, File 1086.13, Opening for traffic, G.T.P. Branch Line from Melville to Canora, distance 55 miles.

Dec. 21. Inspection, Opening for traffic, G.T.P. Branch Line from Melville to Balcarres, distance 33·2 miles.

Dec. 21. Inspection, road crossing in connection with application of G.T.P. for approval of highway crossing in s.w. ¼ sec. 24/26/4/W/2, Distr. Yorkton, Saskatchewan.

Dec. 29. Inspection, Opening for traffic, G.T.P. Main Line West from Edmonton to Edson, distance 129·5 miles, also distance of 20 miles beyond Edson.

Dec. 31. Inspection, Opening for traffic, G.T.P. Branch Line from Tofield, Alberta South, to Red Deer River Crossing, distance 83·5 miles.

Jan. 6. Inspection Vegreville, Calgary Branch C.N.R. for opening for traffic.

Jan. 7. Inspection re back of cattle guards on Canadian Northern Ry on complaint of United Farmers of Alberta.

Jan. 17. Inspection of proposed crossing of Canadian Pacific Ry. by Canadian Northern Quebec Ry. near Jacques Cartier Jct.

Jan. 17. Inspection of location of proposed spur for Tuxedo Park Co. and Canada Cement Co. near Oak Point Jct.

Jan. 17. Inspection of the C.N. Que. Ry. Trestle at Mile 27·8 Montfort Branch, P.Q. in connection with complaint from the Residents of Newago.

Jan. 19. Inspection overhead Foot Bridge of C.P.R. at Fort William *re* accident to trainman.

January 19. Inspection overhead foot bridge at Brown Street, West Fort William, as to elevation and clearance.

January 20. Inspection of property of Brock and Muttleberry, Winnipeg, as to drainage.

January 23. Inspection re complaint about road crossings in Municipality of St. Francis on line of Canadian Northern Ry. west of Erio.

January 21. Inspection of derailment of South bound passenger train on C.P.R. Owen Sound Branch near Mono Road.

January 30. Inspection of proposed location of gate near shanties at C.N. Que. Ry. Hochelaga Yard, Montreal, P.Q.

February 1. Inspection of Niagara, St. Catherines & Toronto Ry. for opening for traffic Welland to Port Colborne.

February 3. Inspection, Talbot St. on line of Canadian Pacific Ry., Winnipeg, re protection.

February 3. Inspection Nairn Road crossing on line of Canadian Pacific Ry. re protection.

February 3. Inspection of Marion St., St. Boniface, on the line of Canadian Northern Ry. re protection.

February 5. Inspection of Interlocker at crossing of Air Line of the Grand Trunk Ry. by the Niagara, St. Catharines & Toronto Ry.

February 6. Inspection of Interlocker at crossing of Grand Trunk Ry. by Niagara, St. Catherines & Toronto Ry. at Stamford, Ont.

February 3. Inspection of proposed crossing of Canadian Pacific Ry. Marion St., Rue Messier and Plessis St. in the City of St. Boniface.

February 3. Inspection of crossing at west end of Norwood Bridge on line of Canadian Northern Ry.

February 7. Inspection of location of Canadian Northern Ontario Ry. near Nipigon.

February 9. Inspection of Vancouver, Victoria & Eastern Ry. re deepening and widening ditch at Port Kells, B.C.

February 10. Inspection in connection with complaint from L. McArthur of Price ville on the Walkerton Sub-division of the C. P.R.

February 14. Inspection Canadian Pacific Ry. for opening for traffic from Macklin to Kerr Robert, 65 miles.

February 20. Inspection of the Record Foundry Company's bridge across Mill Street, Montreal, over the track of the Montreal & Southern Countries Ry.

February 22. Inspection re back of cattle guards on Canadian Northern Ry., Range 29, W. 1st Meridian.

February 23. Inspection of the G.T.Ry.—Chaudiere River Bridge near Levis, P.Q.

February 23. Inspection of location for a new station of the G. T. Ry. at St. Agapit, P.Q.

February 24. Inspection of 8 G.T.Ry. bridges on the Eastern Division, District No. 2.

March 2. Inspection of the G.T.Ry. Yamaska River bridge at St. Hyacinthe, P.Q.

March 2. Inspection of the G.T.Ry. Huron River bridge, P.Q.

March 2. Inspection of highway crossings on lines of Canadian Pacific Ry. and Canadian Northern Ry. in the Municipality of St. Francis, Man.

March 3. Inspection of Canadian Pacific Ry. for opening for traffic Moosejaw Branch. Mileage 14·5 to 118·75.

March 3. Inspection of 14 bridges on the G.T.Ry. Eastern Division, District No. 4.

March 6. Inspection of Galt St. crossing of Canadian Pacific Ry. Lethbridge, re protection.

March 6. Inspection of proposed crossing of G.T.Ry. by Street through Mount Pleasant Cemetery, in the Township of York.

March 7. Inspection of bridges on the G.T.Ry. Eastern Division.

March 8. Inspection of G.T.Ry.—Port Hope Viaduct.

March 9. Inspection of C.P.Ry. bridge, No. 84.1 Town to Sub-division.

March 13. Inspection of farm crossings on Temiscouata Ry.

March 14. Inspection of farm crossing on Canadian Pacific Ry. at Grand River, N.B.

March 14. Inspection of crossing of Canadian Pacific Ry. by Temiscouta Ry. at Edmunston, N.B.

March 16. Inspection of proposed road crossing on Canadian Pacific Ry. at Eagle River.

March 16. Inspection of farm crossing on Canadian Pacific Ry. at Lorette.

March 17. Inspection of proposed crossing of the C.N.O. Ry. over the Manotick road, Township of Nepean, Ont.

March 21. Inspection of crossing of Grand Trunk Ry. by the Canadian Pacific Ry. re installation of interlocking appliances.

March 21. Inspection of Grand Trunk Ry. bridge at Brockville, Ont.

March 21. Inspection of G. T. Ry. Montreal Road Subway at Kingston, Jct., Ont.

March 22. Inspection of G.T.Ry. Trent Canal Bridge, at Trenton, Ont.

March 22. Inspection of overhead bridge near Merriton, on Grand Trunk Ry.

March 28. Inspection of the G.T.Ry., Convent Foot Subway at Lachine, P.Q.

March 30. Inspection of highway crossing near Piles Jct. on the line of the Canadian Pacific Ry.

APPENDIX "F"

OTTAWA, April 20th, 1911,

Dear Sir,—I have the honor to submit herewith for the sixth annual report of the Board, report of the Operating Department year ending March 31st, 1911.

During the year 1453 accidents attended by personal injury were reported as per returns furnished by the various Railway Companies under the jurisdiction of the Board, covering 494 persons killed and 1119 injured, as follows:

	Killed.	Injured.
Passengers	24	132
Employees	263	788
Other persons	207	199
	494	1119

Accidents to the number of 456 were investigated and reported upon by the Board's Operating Officers.

Of the 494 persons killed and 1,119 injured during the year, 140 killed and 69 injured were trespassers.

The increase shown in number of employees killed during year ending March 31st, 1911, over that of year ending March 31st, 1910, is due to landslide which occurred March 4th, 1910, at mileage 85, just west of Rogers' Pass, Mountain Section of the Canadian Pacific Railway, in which 58 employees were killed. This accident was not shown in our report for year ending March 31st, 1910, on account of the Railway Company's report not being received until after the Annual Report for that period had been made.

General inspections were made of stations during the year as follows:

Grand Trunk	612
Canadian Pacific	1316
Canadian Northern	375
Miscellaneous Roads	436
	2739

Equipment inspections were made as per statement herewith:

	Inspected.	Defective.
Freight cars	72,177	7,512
Locomotives	1,591	158
Passenger Cars	937	83

The principal defects in freight cars were:

Uncoupling levers disconnected.
Air hose missing.
Air brake cut out.
Bent and loose grab irons.

The principal defects in locomotives:

Operating levers disconnected.
Ash pans.
Dampers.
Netting.

Passenger car equipment was examined particularly as to sanitary condition. Inspections were made as to method of cleaning same, with the result that improvements have been made at several points in the way of facilities for the cleaning of passenger car equipment.

Inspectors have also examined frogs, guard rails, etc., particularly at Divisional points on different Railways as to packing, etc.

In addition to the above we have also enquired into a large number of complaints made to the Board regarding insufficient and irregular train service, and other operating matters, etc., as shown elsewhere in Board's report.

Highway crossings to the number of 195 have also been inspected and reported upon (table showing location of the various crossings inspected to be found elsewhere in Operating Department report).

All of which is respectfully submitted.

Yours truly,

(Sgd.) A. J. NIXON,

Chief Operating Officer.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the number of persons killed and injured on various railways in Canada under the jurisdiction of the Board, for year ending March 31st, 1911.

Name of Railway.	Passengers.		Employees.		Other persons.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	5	39	64	253	64	82	133	374
Canadian Pacific	14	54	159	124	103	55	276	233
Canadian Northern	1	11	10	152	11	26	22	189
Canadian Northern Ontario		3	3	10		1	3	14
Canadian Northern Quebec		5	1	10	3	3	4	18
Michigan Central	1	4	9	191	6	13	16	208
Wabash		3	1	28	6	1	7	32
Quebec, Montreal & Southern Ry			1	1		1	1	2
Windsor, Essex and Lake Shore						2		2
Ottawa and New York Railway			2		1		3	
Central Ontario	1		1				2	
Temiscouata				1	1		1	1
Thousand Island					1		1	
Toronto, Hamilton and Buffalo	1		1	3	3	3	5	6
Vancouver, Victoria and Eastern			1			2	1	2
Great Northern				2		1		3
Central Vermont	1			4		2	1	6
Manitoulin and North Shore			1				1	
Montreal Park and Island		1			3	3	3	4
Algoma Central and Hudson Bay					1	3	1	3
Bay of Quinté					1		1	
Kingston and Pembroke			1	1	1	1	2	2
Boston and Maine			1	1			1	1
Central Vermont and C.P.R		8		4				12
Pere Marquette			2				2	
Intercolonial and Grand Trunk		3	4	1			4	4
Esquimalt and Nanaimo			1		2		3	
Maine Central		1		2				3
	24	132	263	788	207	199	494	1,119

THE BOARD OF RAILWAY COMMISSIONERS.

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various Railways under the jurisdiction of the Board for year ending March 31, 1911.

Name of Railway.	Derailment.		Stealing ride.		Public highway crossing.		Falling off freight cars.		Trespassing.		Body found on track or bridge.		Unclassified.		While switching.		Pitch-in with hand car.		Died in train, natural causes.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	4	2	1	12	33	2	23	24	31	21	.....	10	111	2	29	1	2	.....	...
Canadian Pacific	6	42	7	2	12	19	5	4	14	16	20	1	54	44	9	8	6	1	1	.....
Canadian Northern	2	1	2	.....	.....	2	1	12	3	8	2	.....	5	88	.....	4	2	2	.....	.....
Canadian Northern, Ontario	.. .	6	.....	.....	... ..	. ..	1	.....	.....	1	.....	.....	1	5	. ...	1	.....	.....	.....	.....
Canadian Northern, Quebec	.....	4	.....	.....	.....	.....	.....	1	3	2	.....	.....	.....	8	.....	.....	.....	.....	.....	.....
Michigan Central	....	1	...	.....	3	5	...	4	2	1	3	.....	3	96	1	10	.....	1	. .	.....
Wabash	.....	....	....	.....	6	1	1	....	.. .	.....	..	.....	....	22	...	. ..	.....	.....	.....	....
Quebec, Montreal & Southern	....	.....	.....	.....	.....		....	.....	.....	1	.....	.....	...	1	....	. .	.....	.....	. .	. .
Windsor, Essex & Lake Shore	.....	.....	....	.....	.....	1	.....	....	.....	.....	...	.....	.....	1	.....	.....	.....	.....	.....	.....
Ottawa & New York	...	.....	.. ..	.....	1	.....	.....	.....	.....	.....	...	....	....	.....	1	.....	...	...	.....	.....
Central Ontario	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	..	.....	.....	.....
Temiscouata	.....	.....	.....	...	.....	... ..	.. ..	.....	1	....	.....	.....	..	... ..	.	1	.....	.....	.....	.....
Thousand Island	.....	.....	....	...	1	....	...	...	...	...	.....	.....	.....	...	...	...	.....	.....	.....	.....
Toronto, Hamilton & Buffalo	....	.....	.....	.. ..	2	1	.....	.....	.....	1	1	.	.....	2	...	1	.....	.....	.....	.....
V. V. & Eastern	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.	.....	.....	.....
Great Northern	.....	1	....	...	.....	1	.....	....	.....	.....	.....	.....	.....	1	....	...	.....	.....	.....	....
Central Vermont	.....	4	..	1	.....	.....	.....	.....	.....	1	.....	.....	.....	...	...	...	...	..	.....	....
Manitoulin & North Shore	.....	.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	1	.....	.....	.....	.....	.... .
Montreal Park & Island	.....	.....	..	.....	....	.....	..	... .	1	2	....	...	2	1	....	... .	.....	.....	.....	.....
Algoma Central & H. Bay	.....	.....	.....	... .	....	... .	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	.....	...
Bay of Quinte	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	.....	.....	.....	.....	...	1	. ....	.....	1	.....	.....	.....	.....	1	...	.....	.....	.....	.....	.....
Boston & Maine	.....	.....	.....	..	.....	...	.....	.....	.....	.....	. ..	.....	1	1	...	....	.....	.....	....	.....
Central Vermont & C. P	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	12	...	....	.....	.....	.....	.....
Pere Marquette	.....	.....	.....	.. ..	.....	.....	.. .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
I. C. R. & Grand Trunk	....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	. .	....	.....	.....	.. .	.....
Esquimalt & Nanaimo	. ..	...	.....	.....	...	.....	.....	...	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Maine Central	.....	3	.....	.....	.....	.....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	9	66	11	4	37	64	10	41	82	64	47	1	76	396	14	54	9	9	1	.....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1911.

Name of Railway.	Working under cars.		Struck looking out cab window.		Suicide.		Struck by switch stand.		Adjusting couplers.		Falling off passenger train.		Working on track.		Working on bridge.		Collision, head-on.		Collision, rear-end.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk				3	2			1	1	27		3	7	16	3	2	9	11	2	12
Canadian Pacific	1				4			1	6	11	2	5	64	6			8	10	4	10
Canadian Northern								1		13			1	8		3		3		7
Canadian Northern Ontario										1			1							
Canadian Northern Quebec																				
Michigan Central		1						1		9	1		1	5		4			1	2
Wabash										1		1						2		2
Quebec, Montreal and Southern																				
Windsor, Essex and Lake Shore																				
Ottawa and New York																				
Central Ontario									1											
Temiscouata																				
Thousand Island																				
Toronto, Hamilton and Buffalo									1	1										
V. V. and Eastern Ry. and Nav													1							
Great Northern																				
Central Vermont																				
Manitoulin and North Shore																				
Montreal Park and Island																				
Algoma Central and Hudson Bay																				
Bay of Quinte																				
Kingston and Pembroke																				
Boston and Maine																				
Central Vermont and C. P. R																				
Pere Marquette									1											

| | | |

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for the year ending March 31, 1911.

Name of Railway.	Collision with street car.		Boarding train in motion.		Side ladders.		Falling between cars while on top of train.		Falling off hand car.		Bridge burned.		Collision with cars standing foul.		Private crossing.		Working under engine.		Struck by mail catcher.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk			4	12		4	1	1		3				3	1					
Canadian Pacific			13	20		2		4		3										
Canadian Northern	1	8	2	4						2				1						
Canadian Northern Ontario																				
Canadian Northern Quebec																				
Michigan Central				2		1		1										1		
Wabash																				
Quebec Montreal and Sout.									1											
Windsor Essex & Lake Shore																				
Ottawa & New York			1																	
Central Ontario			1																	
Temiscouata																				
Thousand Island																				
Toronto Hamilton & Buffalo			1																	
V. V. & Eastern																				
Great Northern																				
Central Vermont																				
Manitoulin & North Shore																				
Montreal Park & Island																				
Algoma Central & H. Bay		3	1																	
Bay of Quinte																				
Kingston & Pembroke			1																	
Boston & Maine																				
Central Vermont & C.P																				
Pere Marquette																				
Intercolonial & G.T.																				
Esquimalt & Nanaimo																				
Maine Central																				
	1	11	24	38		7	1	6	1	8				4				1		

THE BOARD OF RALWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1911.

Name of Railway.	Locomotive explosion.		Jumping off train in motion.		Asphyxiated in tunnel.		Washout.		Riding on pilot of engine.		Gasoline motor.		Electrocuted.		Working on cars and engines.		Overhead bridge.		Falling off tender handling water spout.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I,	K	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		2	25	15						2					1	5	1	2		6
Canadian Pacific			7	7						1			1		1	1				
Canadian Northern				2				1		2						3				1
Canadian Northern Ontario																				
Canadian Northern Quebec				1																
Michigan Central				3									1			20		1		1
Wabash																1				
Quebec, Montreal and Southern				1																
Windsor, Essex and Lake Shore																				
Ottawa and New York																				
Central Ontario																				
Temiscouata																				
Thousand Island																				
Toronto, Hamilton and Buffalo																				
V. V. and Eastern																				
Great Northern																				
Central Vermont																				
Manitoulin and North Shore			1																	
Montreal Park Island																				
Algoma Central and Hudson Bay				1																
Bay of Quinte																				
Kingston and Pembroke																				
Boston and Maine																				
Central Vermont and C.P.																				
Pere Marquett e															1					
Intercolonial and G. T																				
Esquimalt and Nanaimo																				
Maine Central																				
		2	33	30				1		5			2		3	30	1	3		8

Name of Railway.	Working in shops.		Falling off br.dge or trestle.		Struck by water spout.		Ran into open switch.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		7	1	1		1		1	133	374
Canadian Pacific		12	1						276	233
Canadian Northern		10		1			1	2	22	189
Canadian Northern Ontario									3	14
Canadian Northern Quebec		2	1						4	18
Michigan Central		37				1		1	16	208
Wabash									7	32
Quebec, Montreal & Southern									1	2
Windsor, Essex & Lake Shore										2
Ottawa & New York									3	
Central Ontario									2	
Temiscouata									1	1
Thousand Island									1	
Toronto, Hamilton & Buffalo									5	6
V. V. & Eastern									1	2
Great Northern										3
Central Vermont									1	6
Manitoulin & North Shore									1	
Montreal Park & Island									3	4
Algoma Central & H. B									1	3
Bay of Quinte									1	
Kingston & Pembroke									2	2
Boston & Maine									1	1
Central Vermont & C. P										12
Pere Marquette									2	
Intercolonial & G. T									4	4
Esquimalt & Nanaimo									3	
Maine Central										3
		68	3	2		2	1	4	494	1,119

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents on various railways in Canada under the jurisdiction of the Board for year ending March 31, 1911.

Character of Accident.	Passengers.		Employees.		Other persons.		Totals.	
	K.	I.	K.	I.	K,	I.	K.	I.
Derailment		42	9	23		1	9	66
Stealing ride					11	4	11	4
Public highway crossing			2	1	35	63	37	64
Falling off freight cars			9	44	1		10	44
Trespassing					82	64	82	64
Body found on track or bridge	3		5	1	39		47	1
Unclassified	2	30	58	334	16	32	76	396
While switching		3	14	48		3	14	54
Pitch-in with hand car			7	8	2	1	9	9
Died in train. Natural causes	1						1	
Working under cars			1	1			1	1
Struck looking out of cab window				3				3
Suicide					6		6	
Struck by switch stand				4				4
Adjusting couplers			10	63			10	63
Falling off passenger train	3	9					3	9
Working on track			76	35			76	35
Working on bridge			3	8	1	1	3	9
Collision head-on	1	8	19	20		2	21	30
Collision rear-end	2	10	5	23	1		7	33
Collision with street car						11	1	11
Attempt to board train in motion	7	10	7	16	10	12	24	38
Side ladders				7				7
Falling between cars while on top train			1	6			1	6
Falling off hand car			1	8			1	8
Bridge burned								
Collision with car standing foul		1		3				4
Private crossing					1		1	
Working under engines				1				1
Struck by mail catcher								
Locomotive explosion				2				2
Jumping off train, while in motion	5	15	27	10	1	5	33	30
Asphyxiated in tunnel								
Wash-out		1						1
Riding on pilot of engine				5				5
Gasoline motor								
Electrocuted			2				2	
Working on cars and engines			3	30			3	30
Overhead bridge			1	3			1	3
Fell off tender moving water spout				8				8
Working shop				68				68
Falling off bridge or trestle			2	2	1		3	2
Struck by water spout				2				2
Ran into open switch		3	1	1			1	4
	24	132	263	788	207	194	494	1119

THE BOARD OF RAILWAY COMMISSIONERS.

A COMPARATIVE statement of killed and injured between year ending March 31, 1910, and year ending March 31, 1911,

——	Passengers.		Employees.		Other Persons.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31, 1910	51	211	194	745	211	167	456	1,123
Year ending March 31, 1911	24	132	263	788	207	199	494	1,119
Increase over 1919	.....	.....	69	43	.....	32	38	.....
Decrease over 1910	27	69	.....	.....	4	.....	.....	4

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

COMPARATIVE Statement in totals of killed and injured between year ending March 31, 1910, and year ending March 31, 191, for each railway separately.

Name of Railway.	1910.		1911.		1911. Increase.		1911. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	104	287	133	374	29	87		
Canadian Pacific	257	311	276	233	19			78
Canadian Northern	20	262	22	189	2			73
Canadian Northern, Ontario	4	4	3	14		10	1	
Canadian Northern, Quebec	6	18	4	18			2	
Michigan Central	23	177	16	208		31	7	
Wabash		7	7	32	7	25		
Toronto Hamilton & Buffalo	2	1	5	6	3	5		
Central Vermont		15	1	6	1			9
Dominion Atlantic		3						3
Great Northern	6	11		3			6	8
Quebec Montreal & Southern	1	3	1	2				1
Kingston & Pembroke			2	2	2	2		
Montreal Park & Island		1	3	4	3	3		
Bay of Quinte			1		1			
Intercolonial & Grand Trunk			4	4	4	4		
Windsor Essex & Lake Shore	1			2		2	1	
Algoma Central & Hudson Bay			1	3	1	3		
Esquimalt and Nanaimo	1	1	3		2			1
Thousand Island			1		1			
New York & Ottawa	1		3		2			
Niagara St Catharines & Toronto	1	1					1	1
Temiscouata			1	1	1	1		
Pere Marquette	3		2				1	
Montreal Terminal	1	1					1	1
Oshawa		1						1
V. V. & Eastern	24	16	1	2			23	14
Brantford & Hamilton Electric		3						3
Hereford	1						1	
Central Ontario			2		2			
Manitoulin & North Shore			1		1			
Boston & Maine			1	1	1	1		
Central Vermont & Canadian Pacific				12		12		
Maine Central				3		3		
Increase					82	189		
Decrease							44	193
Increase for year 1911					38			
Decrease for year 1911								4

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Collisions investigated, year ending March 31, 1911.

File.	Date.	Name of Railway.	Place.	Killed.	Injured.	Remarks.
N	1910.					
1330	Apr. 8	Michigan Central.....	Waterford, ½ mile east.....	1	1	Rear end collision between extra west, engine 7,540 and train B. D. 1, engine 8,418; latter train disregarded signals.
1240	May 14	Canadian Pacific.....	Ashcroft, B. C.....	2	2	Head on collision between extra 512 and work train engine 510; work train standing on main line without protection.
1267	June 14	Canadian Pacific.....	Bow River Bridge, Alta.....	.....	1	Head on collision between No. 73 and 159. No. 159 went outside yard limit without proper protection. No. 73 approached yard limit without being under control.
1272	June 15	Grand Trunk.....	Brantford.....	.....	2	Rear end collision between ballast train, engine 752 and passenger train No. 56. Ballast train, engine 752, not under control.
1290	July 3	Canadian Northern.....	Roddick, Sask.....	.....	2	Work extra engine 154, returning from running Flagman out to protect against No. 15; No. 15 overtook engine 154. Failure of crew of work extra to properly protect train.
1312	July 26	Canadian Pacific.....	Indian River, 1 mile west..	.....	4	Head on between extra west, engine 641, and 2-74, account failure of Operator to copy order correctly.
1349	Aug. 27	Grand Trunk.....	Belleville Yard.....	2	..	Emigrant special, engine 324, side-swiped light engine 2,048; signal set against emigrant special.
1451	Sept. 3	Grand Trunk.....	Point St. Charles Yard	.....	1	Side collision between switch engines 1,403 and 1,676. Failure of Engineer on engine 1,403 to properly observe movements of engine 1,676.
1360	Oct. 15	Canadian Pacific.....	Geneva, Ont.....	2	1	Head on between No. 1 and 2,120; No. 1 held wait order at Geneva for 2,120; ran past siding and struck 2,120.
1380	Oct. 24	Canadian Northern.....	Borden, Sask.....	....	1	Head-on collision between extra east, engine 467 and No. 97. Extra 467 left switch open, switch had no target, and Engineer of No. 97 did not observe until to late to stop clear.
1436	Oct. 26	Canadian Pacific.....	Ignace, Ont,.....	.....	1	Side collision between 176 and yard engine 2,060 in yard; yard engine should position of switch have been into clear.
1480	Dec. 8	Wabash	New Sarum, 2 miles east ...	.....	2	Head-on between extra west engine 1,892 and 2,198; Train Despatcher failed to deliver meet order to 2·198.
16394	Dec. 10	I. C. R. & G. T. R.....	St. Hyacinthe, ½ mile east...	5	7	Head-on between Intercolonial passenger train No. 146, engine 116 and Grand Trunk, extra west, light, engine 416. Crew of engine 146, Grand Trunk responsibie for running on the wrong track from St, Rosalie.
6974	Dec. 31	Grand Trunk.	London East Sand. Pit.....	.....	3	Rear-end collision between snow plough extra, eng. 2219, and way freight, engine 413. Failute of crew of 413 to protect train by Flagman.

1539	1911. Jan.	10	Wabash	Fort Erie	.....	1	Rear-end between G. T. extra 671 and Wabash extra 1872: extra 1872 followed extra 671 too closely.
1541	"	21	Canadian Pacific	Macoun, Sask	2	8	Rear-end between extra 658 and passenger special, engine 1121, at station; crew of 658 did not approach yard under control; crew of special, 1121, did not protect train while occupying main line.
1521	"	23	Grand Trunk	½ mile east of Collins Bay	2	1	Rear-end between extra east, engine 1246, and extra east, engine 1635. Failure of crew of 1146 to keep sharp lookout ahead.
1540	"	24	Canadian Northern	Star City, 3½ miles west	....	7	Rear-end collision between train No. 4 and extra east, engine 64. No. 4 failed to live up to order No. 74, which they held.
7059	"	30	Canadian Pacific	Thamesford	1	....	Rear-end collision between extra west, engine 645, and No. 87. Extra west, engine 685, had no flagman out.
1577	Feb.	2	Canadian Pacific	Twain, Sask., one mile west	1	1	Rear-end collision between extra 637 and extra 1652; failure of engineer on engine 687 to keep sharp lookout ahead.
1533	"	4	Grand Trunk	Richwood, 2½ miles east	6	9	Head-on between No. 39 and light engine 629; crew of light engine ran past meeting point.
1589	"	4	" "	4 miles east of Cobourg	....	1	Rear-end between No. 92 and 2196.
1569	"	4	Canadian Pacific	Tuxford, Sask	1	.....	Head-on collision between extra north, 636, and extra south, 655, at station. Extra 636 was handling snow plough and struck a drift close to station, going through same, striking extra 655.
1567	"	13	" "	Sutton, Que	.....	2	1199 collided with extra 1688 standing at tank. Operator and Engineer of 1199 responsible.
7126	"	14	" "	Guelph Junction	2	.....	2174 handling snow plough struck extra west, engine 655.
7243	Mar.	25	" "	Mileage 117, Blue Jay, Ont.	3	.....	2189 collided head-on with 5124; crew of 2189 overlooking meeting point.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Derailments investigated, year ending March 31, 1911.

Reference to Record.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Remarks.
No.	1910.					
1251	May 9	Canadian Northern	Mileage 231, 5th District, Sask.	.....	1	Derailment of tender of engine No. 73, baggage car, 2nd class car, and 1st class car, train No. 25, due to soft condition of roadbed.
1280	" 21	Canadian Northern	6 poles north mile post 57, Chamberlain, Sask.	.....	1	Engine No. 72, train No. 15 turned over. Cause unknown, but it was supposed track spread.
1314	June 17	Central Vermont	2½ miles west of Granby, Que.	.....	4	Excessive heat threw track out of line, derailing train No. 3.
1295	" 30	Canadian Northern	Mileage 253·3 from Toronto. Sudbury Section.	.....	6	Derailment of combination baggage and coach train No. 8, probably caused by broken rail.
1333	July 14	Canadian Northern	Cap Rouge, 1¼ miles west	....	2	Tender of engine 185, 2nd section No. 1, left track derailing baggage car and four coaches, due to reckless rate of speed on curve.
1313	Aug. 12	Canadian Pacific	Caledon Mountain	.....	2	Rear coach of train No. 16 turned over on side. Improper elevation of track at curve.
1347	Sept. 26	Canadian Northern	1 mile east of Arizona, Man.	.....	1	Tender of engine 208 work train jumped track. Running tender first. Engine turned over on side. The exact cause unknown, probably due to poor condition of roadbed.
1475	Dec. 3	Canadian Pacific	¾ mile east of Weyburn, Sask.	1	1	Engine and 8 cars of extra west derailed at wye switch due to loose tire on left engine truck wheel.
1509	" 10	Canadian Pacific	Macklin, Sask	2	2	Construction engine 414 and 5 cars derailed at wye switch, due to switch being left partly open.
	1911.					
1529	Jan. 3	Grand Trunk	Mimico	.....	1	Derailment of engine 638 at stub switch. Carelessness on part of engineer.
1523	" 31	Canadian Pacific	Mileage 109, Calgary Subdivision.	.....	11	Derailment of train No. 1, due to broken rail.
1552	Feb. 1	Canadian Pacific	L'Acadia	.....	4	Derailment of Rutland train No. 265 due to taking siding at too high rate of speed.
1534	" 14	Hereford (Maine Central)	¼ mile east Brookbury	.....	3	Derailment of train No. 225, apparently due to spreading of rails on curve.
7264	Mar. 28	Canadian Pacific	Cartier, Ontario, near East Siding.	1	.....	Caboose derailed while being switched. Deceased in jumping caught underneath.

THE BOARD OF RAILWAY COMMISSIONERS.

List of Highway Crossings inspected year ending March 31, 1911.

Reference to Record.	Date.	Location of Crossing.
	1910.	
9437.409	Mar. 31..	St. Patrick st., crossing Ottawa, Ont., on the Sussex st. branch of the C.P.R.
9437.410	Apr. 2..	Maisonville Road crossing known as Drouillard yard in the town of Walkerville, on the G.T.R.
9437.411	" 4..	John street crossing, Aylmer, Ontario, on the line of the G.T.R.
9437.412	" 2..	Public crossing just east of New Sarum, Ontario, on the line of the G.T.R.
9437.413	" 2..	¾ mile west of Stoney Point, township of Tilbury North, county of Essex, G.T.R., mileage 201·17.
9437.414	" 2.	Flora street crossing in the city of St. Thomas, Ont., G.T.R.
9437.415	" 2..	Walker's Road crossing, Walkerville, township of Sandwich East, county of Essex, G.T.R.
9437.416	" 4..	Haggarty street crossing, Newbury, township of Nossa, county of Middlesex, mileage 153·08, 19th dist., G.T.R.
9437.417	" 4..	Cedar street crossing at Dunnville station, township of Moulton, county of Haldimand, G.T.R.
9437.418	" 4..	1st public crossing east of Stamford, township of Stamford, Welland county, G.T.R.
9437.419	" 4..	Public road crossing north of Rymal in Galt Fleet township, county of Wentworth on the G.T.R.
9437.420	" 4..	1½ miles east of Walsh, township of Charlotteville, county of Norfolk, on the G.T.R.
9437.421	" 4..	Crossing of Garnot station in the tenth concession of Walpole, township of Haldimand, G.T.R.
9437.422	" 4..	Public road crossing just east of Walsh in the township of Charlotteville, county of Norfolk, G.T.R.
9437.423	" 4..	Public road crossing 2½ miles west of Burford, township of Burford, county of Brant, G.T.R.
9437.424	" 4..	Crossing 1½ miles west of Tillsonburg, being town line between Bayham and Dereham townships, in Oxford and Elgin counties on the line of the G.T.R.
9437.425	" 4..	Third crossing west of Dunnville, Tamboro township, Haldimand county, G.T.R.
9437.426	" 4..	1st public crossing east of the station at Wainfleet in township of Wainfleet, county of Welland, on the G.T.R.
9437.427	" 2..	Crossing just west of Nelles Corners station, township of Rainham, county of Haldimand on the G.T.R.
9437.428	" 4..	2nd crossing west of Wainfleet, townhip of Wainfleet, county of Welland, G.T.R.
9437.429	" 4..	Three miles west of Fort Erie, township of Bertie, county of Welland on the G.T. and M.C. Rys.
9437.430	" 4..	Just west of station at Ridgway, county of Welland, G.T.R.
9437.431	" 4..	1st crossing east of Sharkson station, township of Humberstone, county Welland, G.T.R.
9437.432	" 4..	Three miles west of Stamford, township of Stamford, county of Welland, G.TR.
9437.433	Mar. 31..	Price's Crossing, concession 3, township of Hull, county of Wright, Que., on the Waltham branch of the C.P.R.
9437.434	" 31..	Cyrville Road crossing, Ottawa, Ont, mileage 4·6, Sussex street branch of the C.P.R.
9437.435	" 31..	Lee's Crossing in the town of Carleton Place, Ont., on the Chalk River section of the C.P.R.
9437.436	" 31..	Cassidy's Crossing, mileage 29·2 on the Maniwaki branch of the C.P.R., township of Wakefield, lot 4B range 11.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

LIST of Highway Crossings inspected year ending March 31, 1911.—*Continued.*

Reference to Record.	Date.	Location of Crossing.
	1910.	
9437.437	Mar. 26..	Perth street crossing Brockville, over line used by the C.P. and Brockville and Westport Rys.
9437.438	" 26..	William street crossing, Brockville, Ontario, over track of the C.P.R. and G.T.Rys.
9437.439	Apl. 2..	Barley side road highway crossing on the G.T.R., one mile east of Courtland, mileage 88·94, on the St. Thomas Welland line, township Middleton, county Norfolk.
9437.440	" 4..	⅛ mile east of Courtland, mileage 89·88, 19th dist., of the G.T.R. highway known as Talbot road, concession 1, township Middleton, county Norfolk.
9437.441	" 2..	1½ miles west of Tillsonburg, G.T.R., 19th dist., mileage 95·77, concession 5, lot 3, county of Norfolk, township of Middleton.
9437.442	" 5..	Crossing Cote De Perrons, chemin de Base, between lots 42 and 38, in the parish of St. Rose, county of Laval. About one mile east of St. Rose, on the C.P.R.
9437.443	" 5..	Turgeon street, in the village of St. Therese, in the county of Terrebonne, on the C.P.R.
9437.444	" 5..	St. Maurice street crossing, formerly Bridge street, in the city of Three Rivers, Quebec, on the C.P.R. belt line (Chemin De Ceinture).
9437.445	" 5..	Le rang de Lacadie, in the parish of Point Du Lac, county of St. Maurice, Quebec, mileage 71.19, on C.P.R.
9437.446	" 5..	2½ mileage east of St. Bazil station, in the parish of St. Keanne De Neuville, in the county of Portneuf, Quebec, on the C.P.R.
9437.447	" 5..	Canillon street St. Sauveur, in the city of Quebec, (reported to him as Cralton street and Carlton street St. Malo, on the C.P.R.
9437.448	" 5..	Laliberte street, in the city of Quebec, on the C.P.R.
9437.449	" 5..	Highway crossing at Laparade, Quebec, in the village of St. Anne de Laparade, on the C.P.R.
9437.450	" 5..	¾ of a mile east of Louisville station between lots 340-341, concession Petite Rivière Du Loup, county of Maskinonge, Quebec, on the C.P.R.
9437.451	" 4..	Crossing between sections 24 and 13, township 3, range 20, Manitoba near the village of Boissevain, on the B.S. and H.B.R.
9437.452	" 2..	North end of Nanton Yard, Alberta, on the C.P.R.
9437.453	" 2..	West end of Creston yard, district of west Kootenay, B.C., on the C.P.R.
9437.454	" 2..	West end of Pincher station platform, district of Pincher, Alberta, on the C.P.R.
9437.455	" 4 .	West end of station yard Manitou, Manitoba, on the La Riviere Branch of the C.P.R.
9437.456	" 4..	East of Norden station, Manitoba, near mileage, 79, on the C.P.R.
9437.457	" 7..	2nd highway crossing east of St. Mary's Junction, in the county of Perth, on the G.T.R.
9437.458	" 7..	2½ miles west of St. Mary's Junction, in the county of Perth, on the 15th district of the G.T.R.
9437.459	" 2..	1 mile south of Claresholm on the C.P.R.
9437.460	" 4..	Crossing at Ningo, Manitoba, on the Lariviere Branch of the C.P.R.
9437.461	" 8..	Just west of Vaudreuil station, district of Montreal, county of Vaudreuil, on the G-T.R.
9437.462	" 8..	1st and 2nd crossings west of Myrtle station, on the C.P.R., province of Ontario.
9437.464	May 27..	The two main streets in the village of Tavistock, on the line of the G.T.R.
9437.467	" 30..	At North Derby (Flag Station), range 6, lot 1, county of Stanstead, province of Quebec, Boston and Maine.
9437.468	Apr. 27..	Inspection of Diamond Ry. Branch Crossings, 9 in number, Alberta.
9437.469	" 13..	Just west of Guelph Junction, Road allowance, Lot 6, Concession 1, Township of Nassagava, County of Haiton on the line of the Canadian Pacific Ry.

SESSIONAL PAPER No. 20c

THE BOARD OF RAILWAY COMMISSIONERS—*Continued.*

LIST of Highway Crossings inspected year ending March 31st, 1911.—*Continued.*

Reference to Record.	Date.	Location of Crossing.
No.	1910.	
9437.472	" 12..	Crossing at Dubuc, Sask., on the Kirkella Branch of the Canadian Pacific Ry.
9437.473	" 11..	Two miles east of Meadows north west qnarter of Section 16, Township 12, Range 1, west of the principal meridian.
9437.474	" 11..	Third Street Crossing Souris, Manitoba on the C. P. R.
9437.475	" 12..	Crossing at Staughton Village, east end of Yard on the C. P. R. in Saskatchewan.
9437.476	" 12..	18th Street in the City of Brandon on the C. P. R. and Great Northern Rys.
9437.477	" 12..	Hamilton Street, Regina, Sask , on the C. P. R.
9437.479	" 18..	Park Street Crossing, Port Arthur, Ontario, on the line of the Canadian Pacific and Canadian Northern Rys.
9437.481	" 18..	Dawson Road Crossing about one half mile west of Fort William on the Canadian Northern Railway.
9437.482	" 21..	Moote Road Crossing, Michigan Central Railway Township of Canboro, County of Haldimand.
9437.483	" 18 .	Ready Street in the Town of Fairville, Parish of Lancaster, County of St. John, N. B.
9437.484	" 18..	Ferries Crossings in the Parish of Lancaster, County of St. John, N. B.
9437.485	May 6..	Broadway Crossing in the Viilage of Wyoming, Ontario, on the Grand Trunk Trunk Railway.
9437.486	Apr. 18..	Station crossing at Grand Bay in the Parish of Westfield County of Kings, N. B.
9437.487	" 18..	Bar Road Crossing 2·16 miles north of St. Andrew Station in the Parish of St. Andrew, County of Charlotte, N. B., on the C. P. Ry.
9437.488	Mar. 8..	Mark Street Crossing, Peterboro, Mileage 23·5, Toronto Section of the C.P.Ry.
9437.489	Apr. 22..	Jacques Cartier Street Crossing, known as Bedford Rd., in the Town of Farnham, County of Missisquoi. C. P. Ry.
9437.490	" 18..	Duschenes in the Town of St. Johns, in the County of St. Johns, Quebec, on the Canadian Pacific Railway.
9437.491	" 18..	Foundry Street Crossing, Town of Woodstock, N. B., on the C. P. Railway, County of Earlton.
9437.492	" 18..	Maple Street Crossing. formerly Curtis' Street Crossing in the Village of Hartland, Parish of Brighton, County of Carleton on the Canadian Pacific Railway.
9437.493	" 20..	Echovale Crossing in the town limit of Megantic, Township of Megantic, County of Compton, Quebec, on the C. P. R.
9437.494	" 22..	Maple Avenue Crossing in the Town of Megantic, County of Compton, Quebec, on the C. P. Railway.
9437.495	" 26..	2nd east of Kingsport Station, N. B., Township of Cornwallls, County Kingsport, Dominion Atlantic Ry.
9437.496	" 26..	2nd Street west of Middleton Station on the Dominion Atlantic Ry., in the County of Annapolis.
9437.497	" 23..	Mill Crossing (known as) 1 mile west of Kamloops, District of Kamloops, B. C., on the C. P. Ry.
9437.498	" 26..	1st Street west of Fort William Station in the Townseip of Cornwallis, County of Kings, on the Dominion Atlantic Railway.
9437.499	" 26..	Town Line Road Crossing two miles west of Weymonth, Township of Clair, County Digby, on the Dominion Atlantic Ry.
9437.500	April 27..	1st highway crossing east of St. Mary's Junction station in the county of Perth, on the G. T. Railway.
9437.501	May 27..	7th Concession County Road, in the Township of Albion, County of Peel, known as the old main road between Toronto and Orangeville, on the Grand Trunk Railway.
9437.502	April 27..	2nd crossing east of Moosejaw, C. P. Ry., section 35, range 16, township 26, west of the 2nd meridian.
9437.503	" 26..	Crossing south of Lang Station, Sask., section 22, township 11, range 18, west of the 2nd meridian on the C. P. R.

THE BOARD OF RAILWAY COMMISSIONERS—*Continued.*

LIST of Highway Crossings inspected year ending March 31st, 1911.—*Continued.*

Reference to Record.	Date.	Location of Crossing.
No.	1910.	
9437.504	" 27..	Carrall Street Crossing in the City of Vancouver, B.C., on the English Bay Branch of the C. P. Ry.
9437.505	" 27..	Grenville Street Crossing in the City of Vancouver, B.C., on the Vancouver and Lulu Island Railway (C.P.R.)
9437.506	" 27..	Powell Street Crossing, Vancouver, B.C., on the C. P. R.
9437.507	May 3..	Crossing immediately west of Hallboro Station, 12 poles west of mileage 27, Rossborn section of the C. N. Ry.
9437.508	" 3..	Crossing 450 feet west of Vermillion Station, being the dividing line between sections 31 and 32, and west boundary of townsite of Vermillion, on the C. N. Ry.
9437.509	" 4..	Whyte Avenue Crossing in the City of Strathcona, Alberta, on the C. P. Ry.
9437.512	April 25 .	Latortue Road, mileage 34·5, Parish of St. Constant, County of Laprairie, Quebec, Farnham section of C. P. Ry.
9437.513	" 25..	Alexander Street Crossing, Sherbrooke, Que., on the C. P. R.
9437.514	May 13..	One quarter mile east, MacGregor, Manitoba, section 33, township 10, range 11, W.P.M., on the C. P. Railway.
9437.515	" 12..	Main Street Crossing, Medicine Hat, Alta., on the C. P. R.
9437.516	" 13..	2½ miles west of MacGregor, Manitoba, west boundary of section 31, township 10, range 11, W.P.M., on the C. P. R.
9437.518	" 26..	1¼ miles east of Schaw Station on the C. P. Ry., Township of Puslinch, County of Wellington.
9437.519	" 26..	Crossing at Leslie Station, Township of Puslinch, County of Wellington, on the C. P. Railway.
9437.520	" 26..	1¼ miles east of Leslie Station, Township of Puslinch, County of Wellington, on the C. P. Railway.
9437.521	" 26..	2½ miles east of Leslie Station, Township of Puslinch, County of Wellington, on the C. P. Railway.
9437.522	" 26..	Crossing between Moffatt and Corwhin Stations at the 11th concession line, Township of Puslinch, County of Wellington, on the Guelph and Goderich Branch of the C. P. R.
9437.523	" 23..	Crossing at mileage 33, South St. Louis Station, Parish of St. Louis, County of Temiscouata, Temiscouata Railway.
9437.524	" 27..	Adelaide Street, Mount Brydges, Ontario, G. T. Railway.
9437.525	" 28..	Galt Street Crossing, Lethbridge, on the C. P. R. and A. R. Irrigation Railways.
9437.526	" 31..	Crossing at Merlin Station, Kent County, Pere Marquette Railway.
9437.527	" 31..	Two miles north of Watson, in the County of Lambton, Pere Marquette Railway.
9437.528	" 31..	Just west of Blenheim Station on the Pere Marquette Ry., County of Kent, Province of Ontario.
9437.529	" 31..	1½ miles west of Kingsville, Ontario, Essex County, on the Pere Marquette Railway.
9437.530	May 31..	Crossing at Cedar Springs on the Pere Marquette Railway where it is crossed by the Chatham, Wallaceburg and Lake Erie Railway.
9437.531	" 31..	Graham street crossing, West Lorne, Ont., Michigan Central and Pere Marquette Railways.
9437.532	" 31..	Cut-off Road crossing near Essex county on the Windsor, Essex and Lake Shore Railway.
9437.533	" 31..	6th concession Sandwich highway crossing, Essex county on the Windsor, Essex and Lake Shore Railway.
9437.534	" 31..	2nd concession road crossing, Gosfield South, Essex county, on the Windsor, Essex and Lake Shore Railway.
9437.535	" 31..	River Road crossing, Chatham, Ont., on the Pere Marquette Railway.
9437.536	" 31..	Crossing immediately east of Leamington station, county of Essex, on the Pere Marquette Railway.

SESSIONAL PAPER No. 20c

THE BOARD OF RAILWAY COMMISSIONERS—*Continued.*

LIST of Highway Crossings inspected year ending March 31st, 1911.—*Continued.*

Reference to Record No.	Date.	Location of Crossing.
	1910.	
9437.537	" 31..	Malden Road crossing, township of Rochester, ·71 miles west of Woodslee station on the Michigan Central Railway.
9437.538	" 30..	Tyler street at Ayer's Cliff in the village of Ayer's Cliff, Que., Boston and Maine Railway.
9437.539	" 28..	Crossing known as Rang Frederick, 1¼ miles north of St. Cleophas, in the parish St. Felix, county of Joliette, Que., mileage 21·86, C.P.R.
9437 540	" 30..	Main Road crossing in the town of Sherbrooke, Lennoxville County, lot 213, Que., on the Boston and Maine Railway.
9437.541	" 30..	Crossing at Eton Corners, known as the main road in the parish of Eton, county of Compton, Que., Maine Central Railway.
9437.542	June 9.	Gainsboro Road, township of Pelham, Toronto, Hamilton and Buffalo Railway.
9437.543	" 11..	2nd avenue crossing, Rossland, B.C., on the Red Mountain Railway (Great Northern).
9437.544	" 16..	Government avenue crossing, Weston, B.C., on the G.N.R.
9437.545	" 21..	Welland avenue crossing, Niagara Falls, Michigan Central Railway.
9437.547	July 5..	Park street, Peterboro, on the G.T.R.
9437.549	" 8..	One mile east of Tillsonburg, on the Wabash Railway.
9437.550	" 6..	2½ miles north of Cranbrook, B.C., on the Great Northern.
9437.551	" 15..	1¼ miles west of Michel, B.C., on the C.P.R.
9437.552	" 19..	Egerston street crossing, London, Ont., on the G.T.R.
9437.556	" 6..	2½ miles north of Colebrook, municipality of Delta, district of New Westminster, on the Great Northern.
9437.558	Aug. 24.	Argyle street crossing, Renfrew, on the K. & P. R.
9437.559	" 27..	Cataraqui, township of Kingston, county of Frontenac, on the G.T.R.
9437.561	" 30..	Crossing at Mechanicsville, Ottawa, township of Nepean in the county of Carleton, Chalk River section, C.P.R.
9437.562	Sept. 6.	Eton Road at Birchton station, mileage 52·09, county of Compton, Que., C.P.R.
9437.564	" 9..	East of station at Seguin Falls, on the G.T.R.
9437.565	Nov. 16..	Crossing, Cote des Neiges Road, Montreal, on the C.P.R.
9437.567	Sept. 9..	Ontario street, Cobourg, Ont., G.T.R.
9437.568	Sept. 9....	Mileage 283¾ from Newtonville, county of Durham and known as the Lake Shore Road, Grand Trunk Ry.
9437.569	" 9....	John Street Crossing, Port Hope, Grand Trunk Railway.
9437.570	" 15....	1st crossing west of Wales station, county of Stormont on the Grand Trunk Ry.
9437.572	" 9....	1st crossing west of St. Mary's Station between Elgin street in the Town of St. Marys, on the Grand Trunk Ry.
9437.574	Aug. 27...	Bender avenue crossing, Niagara Falls, Ont., on the Michigan Central Ry.
9437.575	Sept. 21...	Princess avenue crossing at Lachute Que., C. P. R.
0437.576	" 22...	4th Street west of Parkhill Station, Ont., G. T. R.
9437.577	" 22...	1st crossing south of St. Jacobs Station, County of Waterloo, Grand Trunk Ry.
9437.578	G 24...	1st crossing north of Longford Station, Township of Rama, mileage 94 from Toronto on the Grand Trunk.
9437 579	" 22...	1st crossing east of station at Mitchell, Ont., on the line of the Grand Trunk Ry.

THE BOARD OF RAILWAY COMMISSIONERS—*Continued.*

LIST of Highway Crossings inspected year ending March 31st, 1911.—*Continued.*

Reference to Record.	Date.	Location of Crossing.
	1910.	
9437.580	" 24..	2nd crossing west of Grand Trunk Station at Drumbo, Ontario.
9437 581	Oct. 17..	Spadina Road Crossing in the City of Toronto, C. P. R.
9437.582	" 1...	Elm Street Crossing on the Loop Line of the C. P. R., in Brockville, Ont.
9437.583	Sept. 30..	Wellington Street in the town of Steelton, Ont., on the line of the C. P. R.
9437.584	" 29...	Pacific Avenue at Mile End in the City of Montreal on the line of the C. P. R.
9437.585	" 26..	King Street on the line of the Thousand Islands Railways in the Town of Gananoque, Ont.
9437.586	Oct. 18...	William Street on the line of the C. P. R., Carleton Place.
9437.587	" 8...	Third Street south of Rideau River, Ottawa and New York Railway, Township of Gloucester, County of Carlton, 2nd concession Russell Road.
9437.591	" 19...	Main Street on the line of the C. P. R., Carleton Place, Ont.
9437.592	" 19...	Lake Avenue west end of Carleton Junction Yards, on the C. P. R.
9437.605	Nov, 26..	Road leading from the Village of Pakenham to White Lake, 200 yards north of Station on the line of the C. P. R.
9437.607	" 8..	Crossing over the C.N.R., at Woodside Foundry, corner Manitou and Wellington Streets, Port Arthur.
9437.610	1911. Jan. 10...	Intersection with Cannon Street of the Port Dover Branch of the Northern and North-Western Division of the G. T. R., in the City of Hamilton.
9437.612	1910. Nov. 28..	Russell Road at Hurdman's Bridge on the line of the C.P.R., County of Carlton.
9437.616	" 28...	McDonald Street in the City of Peterboro, Ont., on the G. T. Railway.
9437.619	" 30...	1st highway crossing west of Station at Lyster, P.Q., on the Grand Trunk Ry.
9437.620	Dec. 6...	Stone Road Crossing, Galt, Ont., on the C. P. R. R.
9437.621	" 16...	Third highway crossing west of Chippawa Creek Bridge near the town of Welland, Ont., on the T. H. and B. Ry.
9437.628	" 16...	Ancaster Stone Road between Lots 54 end 55 1st concession, Township of Lancaster, Ont., on the T. H. and B. Ry.
9437 629	" 24...	One mile and a half south of Shipyards, Ont., on the line of the Michigan Central.
9437.630	Dec. 19 1911.	Town road crossing, Townsend station, Ont., on the line of the Michigan Central Railway.
9437.632	Jan. 21..	Diltz road, county of Haldimand, on the line of the Wabash Railway.
	1910.	
9437.633	Dec. 29..	McCann's crossing, one mile west of Vankleek Hill station, on the line of the C.P.R.
9437.635	" 28..	St. Elizabeth street crossing, Montreal, on the G.T.R.
	1911.	
9437.634	Jan. 24..	Tupper street crossing, Portage La Prairie, on the C.P.R.
9437.636	" 17..	Margaret street crossing, Paris junction, Ont., on the G.T.R.
9437.638	" 29..	2nd crossing west of Shawbridge station, parish of St. Jerome, Quebec, on the line of the C.P.R.
9437.639	" 17..	Logan avenue crossing, Toronto, on the G.T.R.

SESSIONAL PAPER No. 20c

THE BOARD OF RAILWAY COMMISSIONERS.

LIST of Highway Crossings inspected year ending March 31, 1911.

Reference to Record.	Date.	Location of Crossing.
No.	1910.	
9437.640	Feb. 2..	Highway crossing between sections 21 and 22, township 44, range 6, w. 4m near Greenshields, Alta., on the line of the Grand Trunk Pacific Railway.
9437.641	" 15..	Daniel street crossing, in the town of Arnprior, Ontario, on the line of the G.T.R.
9437.642	" 4..	Verona crossing, near mileage 79, on the line of the K. and P. R., lot 10, township of Portland, county of Frontenac.
	1910.	
9437.643	Nov. 26..	Highway crossing at Lloydminster, Alta., on the line of the Canadian Northern Railway.
	1911.	
9437.645	Feb. 13.	Crossing at lot 34, concession 13, township of Bruce, Ontario, about 1½ miles north of Paisley, on the G.T.R.
9437.646	Jan. 20..	Versailles street, Montreal, on the G.T.R.
9437.647	Feb. 23..	St. Remi street crossing, Montreal, on the G.T.R.
9437.648	Mar. 29..	Just north of Gardenhill, known as the Gravel road crossing between Millbrook and Port Hope, on the line of the G.T.R.
9437.651	" 8..	Crossing passing over main line and passing track on the line of the C.P.R., Earl Grey, Sask.
	1910.	
9437.652	Dec. 16..	Crossing east of station at Hastings, Ontario, on the line of the G.T.R.
	1911.	
9437.653	Mar. 4..	Crossing 150 feet north of Togona station, on the line of the Algoma Central and Hudson Bay Railway.
9437.655	" 16..	Talbot road crossing, near Canfield street, on the line of the G.T.R.
9437.659	" 17..	Highway crossing mileage 79.2, Papineauville, Cote De Front, parish of St. Angelique, Quebec, on the line of the C.P.R.
9437.660	" 21..	250 feet west of Graham Bay station, township of Nepean, county of Carleton, on the line of the G.T.R.
	1910.	
9437.480	April 18..	Norman street crossing, mileage 2, Kenora section of the C.P.R.
9437.554	Aug. 2..	King's road crossing, three miles east of Peterboro station, on the G.T.R.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

LIST OF STATIONS INSPECTED FOR YEAR ENDING MARCH 31st, 1911.

Grand Trunk	612
Canadian Pacific	1,316
Canadian Northern	375
Miscellaneous	436
Total	2,739

THE BOARD OF RAILWAY COMMISSIONERS.

LIST OF FREIGHT AND PASSENGER CARS, ALSO LOCOMOTIVES INSPECTED YEAR ENDING MARCH 31st, 1911.

	Inspected.	Defective.
Freight, (Box, Gondola, and others)	72,177	7,512
Locomotives	1,591	153
Passenger	937	

The principal defects in the freight cars for the year have been:

Uncoupling Levers Disconnected,
Air Hose Missing,
Air Brake Cut Off,
Bent and Loose Crab Irons.

The principal defects in locomotives:

Operating Levers Disconnected, and other defects, such as Ash Pans, Dampers, and Nettings.

Passengers car inspection mostly made along lines as to their sanitary condition.

In addition to the above our Inspectors while inspecting equipment have also inspected frogs, guard rails, etc., in terminal yards on the various railways under the jurisdiction of the Board.

APPENDIX G

PERMANENT Staff of the Board of Railway Commissioners for Canada for the year ending 31st March, 1911.

TRAFFIC DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$ cts.
James Hardwell	Traffic expert	June 22, 1904.	4,300 00
G. A. Brown	Chief clerk	Oct. 3, 1904.	2,000 00
C. E. McManus	Clerk	Sept. 1, 1904.	1,200 00
C. C. Routhier	"	Aug. 14, 1906.	1,100 00
H. W. Messinger	"	July 8, 1904.	1,000 00
J. S. Allen	"	May 6, 1907.	1,000 00
G. T. Riddell	"	" 1, 1905.	1,000 00
F. Lalonde	"	" 6, 1907.	1,000 00
J. R. Usher	"	" 6, 1907.	850 00
W. G. R. Wainwright	"	Apr. 27. 1909	850 00
C. Chapman	"	" 11, 1907.	800 00

ENGINEERING DEPARTMENT.

G. A. Mountain	Engineer	June 30. 1904.	4,800 00
T. L. Simmons	Assistant engineer	Oct. 3, 1904.	2,600 00
H. A. K. Drury	" "	June 25, 1906.	*2,900 00
A. A. Belanger	" "	" 6, 1910.	2,500 00
John Murphy	Electrical "	May 15, 1906	1,600 00
J. R. Foulds	Clerk	Oct. 14, 1906.	900 00
N. McDonald, Miss	Stenographer	June 17, 1910.	†750 00

RECORD DEPARTMENT.

‡E. W. McNeill	Record officer	Feb. 8, 1909.	1,500 00
J. W. Thomson	Clerk	Sept. 1, 1904.	1,200 00
C. S. Huband	" (acting record officer)	May 1, 1905.	1,100 00
W. A. Jamieson	"	Aug. 14, 1906.	900 00
J. E. Martin	"	May 6, 1907.	850 00
T. G. Britton	"	" 6, 1907.	850 00
D. I. Langelier	"	July 20, 1904.	850 00
F. R. Demers	Statistical clerk	Aug. 14, 1905.	800 00
D. H. Chambers	Clerk	July 1, 1910.	800 00

SECRETARY'S DEPARTMENT.

E. A. Primeau	Assistant secretary	May 7, 1904.	2,500 00
A. E. Ecclestore	Chief clerk	Aug. 14, 1906.	1,300 00
A. Lapointe	" and accountant	May 6, 1907.	900 00
J. B. Arbick	Clerk	Dec. 23, 1904.	800 00
A. Larocque	" and stenographer	" 31, 1908.	800 00
T. H. Casey	" "	Aug. 10, 1909.	700 00
R. J. White	" "	June 29, 1910	700 00
E. A. H. Barber, Miss	Stenographer	May 8, 1907.	700 00
§E. J. C. Margraf	Clerk	Sept. 1, 1910.	800 00

‡ Resigned May 1, 1910. § Resigned Feb. 1, 1911. * Including $300 living allowance.
† Including $150 living allowance.

OPERATING DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$ cts.
A. J. Nixon	Chief operating officer	Oct. 1, 1909.	3,600 00
E. C. Lalonde	Inspector	July 20, 1904.	2,200 00
Jas. Ogilvie	"	May 4, 1907.	2,200 00
M. J. McCaul	"	" 6, 1907.	‡2,100 00
W. S. Blyth	"	" 6, 1907.	*2,100 00
A. F. Dillinger	Asst. chief operating officer	April 6, 1907.	†2,300 00
Jas. Clarke	Inspector	May 6, 1907.	1,800 00
J. H. Shinnick	"	Dec. 31, 1909.	1,200 00
H. H. Ward	Clerk	Feb. 11, 1911.	1,000 00
N. F. O'Connor	" and stenographer	Dec. 22, 1909.	700 00
G. M. O'Connor, Miss	Stenographer	" 31, 1908.	650 00

LAW DEPARTMENT.

A. G. Blair	Law clerk	July 20, 1904.	2,600 00
R. Larose, Miss	Stenograper and librarian	May 1, 1905.	800 00

PRIVATE SECRETARY TO CHIEF COMMISSIONER.

R. Richardson		May 1, 1905.	2,000 00

STENOGRAPHERS.

L. J. Lewis, Miss		May 7, 1904.	800 00
N. Casey, Miss		Dec. 31, 1908	750 00
M. Hache, Miss		" 31, 1907.	650 00
M. G. Ross, Miss		Sept. 11, 1909.	650 00
E. M. Cameron, Miss		July 20, 1904.	750 00

MESSENGERS.

T. Chandler	Chief messenger and court usher	May 15, 1904.	800 00
T. D. Latour	Messenger	Dec. 21, 1907.	650 00
E. S. Barbeau	"	Sept. 11, 1909.	600 00

CAR 'ACADIA.'

Wm. Pile	Cook	Aug. 1, 1910.	900 00

‡ Including $300 living allowance. * Including $300 living allowance. † Including $300 living allowance.

APPENDIX "H"

MEETING AT OTTAWA.

Monday, the 1st day of May, A.D., 1911.

The Board, in virtue of the provisions of the Railway Act, hereby makes the following Rules and Regulations:—

Public Sessions.

1. For the hearing of matters, applications or complaints other than those relating to rates and traffic matters, a sittings will be held at the offices of the Board at Ottawa, Ontario, at 10 a.m., on the first Tuesday in every month, and for hearing all matters, applications and complaints relating to rates and traffic matters, a sitting will be held at the place and hour aforesaid on the third Tuesday in every month.

(a) In addition to its regular sittings, the Board may appoint special sittings at Ottawa and elsewhere.

Interpretation.

2. In the construction of these rules, and the forms herein referred to words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say, "Application" shall include complaint under this Act; "Respondent" shall mean the person or company who is called upon to answer to any application or complaint; "Affidavit" shall include affirmation; and "Costs" shall include fees, counsel fees, and expenses.

Application or Complaint.

3. Every proceeding before the Board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants shall be signed by their manager, secretary or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid shall be left with or mailed to the Secretary of the Board, together with a copy of any document, or copies, of any maps, plans, profiles, and books of references, as required under the provisions of the Act, (a) referred to therein, or which may be useful in explaining or supporting the same. The secretary shall number such applications according to the order in which they are received by him, and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their

order of entry on the docket, shall be settled by the Board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the office of the Secretary during office hours.

Answer.

4. Unless the Board otherwise directs the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the Secretary of the Board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by the person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in schedule No. 2.

(a) The time limit for filing and delivery of answer shall be as follows: Where the subject matter of the complaint arises east of Port Arthur, Ont., fifteen days; between Port Arthur and the Western boundary of the Province of Saskatchewan, twenty days; and West thereof, thirty days.

Reply.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the Secretary of the Board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule.

The Board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with the application, answer or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

Suspension of Proceedings.

6. The Board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the Board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

Notice.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the Board may hear and determine the application ex parte.

Endorsements shall be signed in accordance with the provisions of Section 41.

The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the Board, or of any hearing by the Board, shall be sufficient; unless, in any case, the Board directs longer notice. The Board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 43).

Notice may be given or served as provided by Section 41 of the Act.

When the Board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the Board to be sufficient notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties, and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within ten days after becoming aware of such order or decision, or within such further time as the Board may allow, apply to the Board to vary, amend, or rescind such order or decision; and the Board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 45.)

(*a*) Any party to any matter, application, or complaint pending before the Board may set the same down for hearing at the next monthly sitting of the Board, upon giving at least ten days, or such shorter notice as the Board may order, to all parties interested.

(*b*) When contested matters, applications, or complaints are ready for hearing, and are not at once set down by any party interested, the Secretary shall set the same down for the first sittings commencing after the expiration of ten days (or such shorter notice as the Board may order) from the date of such setting down.

(*c*) When a matter, application, or complaint is set down for hearing by the Secretary, he shall give ten days' notice of hearing (or such shorter time as the Board may order) to all parties interested.

Consent Cases.

8. In all cases the parties may, by consent in writing, with the approval of the Board, dispense with the form of proceedings herein mentioned, or some portion thereof.

Power to Direct and Settle Issues.

9. If it appears to the Board at any time that the statements in the application, or answer, or reply, do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the Board.

Preliminary Questions of Law.

10. If it appear to the Board at any time that there is a question of law which it would be convenient to have decided before further proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the Board may, pending such decision, order the whole or any portion of the proceeding before the Board in such matter, to be stayed.

Preliminary Meeting.

11. If it appear to the Board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the Board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such orders as it may deem expedient.

Preliminary Examination with the Parties.

12. The Board may, it if thinks fit, instead of holding the preliminary meeting, provided for in Rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

Production and Inspection of Documents.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the Board that he had sufficient cause for not complying with such notice.

Notice to Produce.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference (specifying the said documents), and which are in the possession or control of such either party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the Board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the Board, a saving of expense.

Witnesses.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of Law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis,* and they shall be sealed by the Secretary of the Board with the seal and may be served in any part of Canada. (Section 26.)

Witnesses shall be entitled, in the discretion of the Board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

The Hearing.

17. The witnesses at the hearing shall be examined *viva voce:* but the Board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a

Commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such Commissioner shall be confined to the subject-matter in question, and any objection to the admission of such evidence shall be noted by the Commissioner and dealt with by the Board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the Court; and the depositions certified under the hands of the person or persons taking the same way, without further proof, be used in evidence, saving all just exceptions. The Board may require further evidence to be given either *viva voce* or by deposition, taken before a Commissioner or other person appointed by it for that purpose.

The Board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the Board may be practicable, from day to day.

Judgment of the Board.

18. After hearing the case the Board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order on the application as may be warranted by the evidence and may seem to it just.

The Board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.

Any decision or order made by the Board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any Province of Canada, and shall be enforced in like manner as any rule, order, or decree of such court. To make such decision or order a rule, order, or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in subsection 2, section 46, of the Act.

The Board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights and privileges as are vested in a Superior Court. (Section 26.)

Alteration or Rescinding of Orders.

19. Any application to the Board to review, rescind, or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the Board think fit to enlarge the time for making such application, or otherwise orders.

Appeal.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the Board upon any question which, in the opinion of the Board, is a question of law, he shall give notice (*c*) thereof to the other party and to the Secretary, within fourteen days from the time when the decision or order appealed from was made, unless the Board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the Board.

For procedure upon such leave being obtained see section 56, subsection 4 et seq. of the Act.

An appeal shall lie from the Board to the Supreme Court of Canada, upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said Court upon application and hearing the parties and the Board.

The costs of such application shall be in the discretion of the judge.

Interim Ex Parte Orders

21. Whenever the special circumstances of any case seem to so require, the Board may make an Interim ex parte Order requiring or forbidding anything to be done which the Board would be empowered upon application, notice and hearing to authorize, require or forbid. No such Interim Order shall, however, be made for a longer time than the Board may deem necessary to enable the matter to be heard and determined. (Section 49.)

Affidavits.

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the Board in respect of all documents or notices required to be served under these rules; except when notice is given or served by the Secretary of the Board, in which case no affidavit of service shall be necessary.

All persons authorized to administer oaths to be used in any of the Superior Courts of any Province, may take affidavits to be used on any application to the Board.

Affidavits used before the Board, or in any proceeding under this Act, shall be filed with the Secretary of the Board at its office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

(*c*) For form of notice see Form No. 5 in the Schedule hereto.

Computation of Time.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the provinces, in which case the time shall be reckoned exclusively of that day also.

Adjournment.

24. The Board may, from time to time, adjourn any proceedings before it.

Amendment.

25. The Board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the Board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits, and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

Formal Objections.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

Practice of Exchequer Court when Applicable.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the Board, to proceedings before it.

Costs.

28. The costs of and incidental to any proceedings before the Board shall be in the discretion of the Board, and may be fixed in any case at a sum certain, or may be taxed. The Board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

SCHEDULE No. 1.

(Forms of Application.)

The Board of Railway Commissioners for Canada. Application No. (This No. is to be filled in by the Secretary on receipt.)

A. B. of C. D. hereby applies to the Board for an order under sections 252-253 of The Railway Act, directing the Railway Company to provide and construct a suitable farm crossing where the Company's railway intersects this farm in Lot Con. Tp. County of Ontario, and states:—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived. &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this day of , A.D. 19 .

(Signed A.B.)

Endorsements.

The within application is made by A. B. of (state address and occupation) or by C. D., of , his solicitor.

Take notice that the within named Railway Company is required to file with the Board of Railway Commissioners within days from the service hereof, its answer to the within application.

See subsection "a" of section 4 on page 4 as to length of notice.

Form of Application.

(Where no Notice Required.)

The Board of Railway Commissioner for Canada. Application No.

The Railway Company hereby applies to the Board for an Order under section 167 of The Railway Act, sanctioning the plans, profiles and books of references submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to .

Dated this day of , A.D. 19 .

(Signed A. B.)

SCHEDULE No. 2.

(Form of Answer.)

The Board of Railway Commissioners for Canada.

In the matter of the Application, No. of A.B. for an order under sections 252-253 of the Railway Act, directing Railway Company to provide a farm crossing.

The said Company in answer to the said application states:—

1. That the said A. B. is not the owner, but merely, &c.

2. That upon the acquisition of the right of way of the said Railway, A. B. was duly paid for and released, &c.

3. That the said A. B. has other safe and convenient means, &c.

4. That, &c.

Dated, &c.

Endorsements.

The within answer is made by A. B. of (state address and occupation) or by C. D. of , his solicitor.

Take notice that the within named Applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

SCHEDULE No. 3.

(Reply.)

The Board of Railway Commissioners for Canada.

In the matter of the application of A. B. against the Company.

The said A. B., in reply to the answer of the said Company states that:—

1.

2. And the said A. B. admits that.

Dated this day of . A.D. 19 .

(Signed Q.)

SCHEDULE No. 4.

(Fees and Allowances to Witnesses.)

The Board of Railway Commissioners for Canada.

To witnesses residing within three miles of the Court-room, per diem (not including ferry and meals)	$1 00
Barristers, attorneys and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem	5 00
Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem	5 00

If the witnesses attend in one case only, they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

SCHEDULE No. 5.

(Notice of Appeal.)

The Board of Railway Commissioner for Canada.

In the matter of the application No. , of A. B., for an Order under sections 252-253 of the Railway Act, authorizing the Railway, &c., &c.

To the Board of Railway Commissioners,

and

To

The above named Applicant (or respondent, as the case may be).

Take notice that the Company will apply to the Board on the day of , (not exceeding 14 days from the date thereof), for leave to appeal to the Supreme Court of Canada from the Order of the Board, dated the day of , in the matter of the above application authorizing the expropriation of certain lands referred to in said Order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained as and from the date of the application (or such other time as may be named in this Order).

The grounds of appeal are that as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, &c., as provided under section 192 of the Act, and not from the time stated in the order.

Dated this day of

Signed,

Solicitor, &c.

SCHEDULE No. 6.

(Form of Affiadvit of Service.)

The Board of Railway Commissioner for Canada.

In the matter of the application No. , of A. B., for an Order under sections 252-253 of the Railway Act, directing Railway Company to provide a farm crossing.

I, , of the City of Ottawa, &c., make oath and say:—

1. That I am a member, &c.

2. That I did on 19. , serve the (C. P.) Railway Company above named, with a true copy of the (application) of the said (A. B.) in this matter by delivering the same to (C. D.), the (Secretary) of the said Company, (or to E. F., the Ass't to the General Manager), of the Company, being an adult person in the employ of the Comuany, at the head office of the Company in (Montreal) see section 41 (a), which said copy was endorsed with the following notice, viz.:—

(Copy exactly.)

Sworn, &c.

Requirements on Application having reference to Plans.

No. 1.—General location of Railway—Section 157. Send to Secretary of the Department of Railways and Canals 3 copies of map showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tidewater, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

1st copy to be examined and approved by the Minister and filed in the Department of Railways and Canals.

2nd copy to be approved by Minister for filing by the Minister with the Board.

3rd copy to be approved by Minister for the Company.

Scale of Map—not less than 6 miles to the inch.

No. 2.—Plan, Profile, &c., of Located Line,—Section 159. Upon approved general location map being filed by the Minister with the Board, send to the Secretary of the Board three sets of plans, prepared exactly in accordance with the 'general notes' as follows:—

1st set—{ 1 plan. / 1 profile. / 1 book of reference. } { For sanction and deposit with the Board.

2nd set—Same as 1st. To be certified as copy of original and returned to the Company for registration.

3rd set—Same as 1st. To be certified as copy of original and returned to Company.

Scale—Plans—400 feet to the inch.

Profiles. { Horizontal, 400 feet. / Vertical, 20 feet.

(N.B.—In prairie country, scale may be 1,000 feet to the inch).

Location plans will not be approved under this section until application has been made for approval of all crossings of highways and railways affected thereby.

No. 3.—To Alter Location of Curves or Grades of Line Previously Sanctioned or Completed.—Section 167.

Send to the Secretary of the Board three sets of plans, profiles, and books of reference as required in No. 2.

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves as far as possible and railway, highway, and farm crossings, and the changes desired or necessitated in any of these, giving reason for same. Upon completion of the work application must be made to the Board for leave to operate.

Scale—Same as No. 2.

Location plans will not be approved under this section until application has been made for approval of all crossings of highways and railways affected thereby.

No. 4.—Plans of Completed Railway,—Section 164.

Send to the Secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the Board.

2nd set to be certified as copy of plan filed, and returned to the Company.

3rd set to be certified as copy of plan filed. To be returned to the Company for registration purposes.

Scale—Same as No. 2.

General Notes, see pages 21 and 22.

No. 5.—To Take Additional Lands for Stations, Snow Protection, &c.—Section 178.

Send to the Secretary of the Board three sets of plans and documents as follows:—

1st set—{1 application sworn to by officers required to sign and certify plans. See 'General Notes.' / 1 plan, 1 profile. / 1 book of reference.} To be examined and certified and deposited with Board.

2nd set—Same as 1st. For certificate and return for registration, with duplicate authority.

3rd set—Same as 1st. For certificate and return to Company, with copy of authority.

Scale—Same as No. 2.

N.B.—Ten days' notice of application must be given by the applicant Company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof must be furnished to the Board on the application.

No. 6.—Branch Lines, not exceeding six miles—Sections 221-225.

Plans &c. shall be prepared the same as in No. 2: and one set shall be deposited in the Registry Office. Upon such deposit the company shall give four weeks public notice of its intention to apply to the Board, in some newspaper published in the county or district through which the branch line is to pass; or, if there should be no newspaper published in such county or district, for the same period in the Canada Gazette.

Then send to the Secretary of the Board an application, accompanied by proof of public notice, and three copies of the plan, profile and book of reference, one set bearing the certificate of the Registrar that it is a true copy of the plan, profile and book of reference deposited in the Registry Office.

If such a branch crosses a highway or railway, the consent of, or proof of service on, the party affected must be furnished with the application. If the branch runs along a street or highway, notice of application must be served on all property owners affected.

When the Company files consent of all property owners affected by the construction of the branch, publication of notice may be dispensed with.

After the Board has approved the plan, &c., a certified copy of the Order authorizing the construction of the branch line shall be filed in the Registry Office, together with any papers and plans showing changes directed by the Board.

No. 7.—Railway Crossings or Junctions.—Section 227.

Send to the Secretary of the Board with an application three sets of plan and profile of both roads on either side of the proposed crossing for a distance of one mile in each direction.

Scale—Plan—400 feet to the inch.

Profile. { 400 feet to inch horizontal.
20 feet to inch vertical.

1st set for approval by and filing with the Board.

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant Company must give notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate. See subsection "a" of section 4 on page 4, as to length of notice.

No. 8.—Highway Crossings.—Sections 235 and 243.

STANDING REGULATIONS OF THE BOARD AFFECTING HIGHWAY CROSSINGS, AS AMENDED MAY 4th, 1910.

Unless otherwise ordered by the Board, the Regulations regarding the future construction of highway crossings are and shall be as follows:—

1. With each application, the railway company shall send to the Secretary of the Board three sets of plans and profiles of the crossing or crossings in question:

Scale:

Plan		400 ft. to an inch.
Profile of railway	Horizontal	400 "
	Vertical	20 "
Profile of highway	Horizontal	100 "
	Vertical	20 "

1st set, for approval by and filing with the Board.

2nd and 3rd sets, to be furnished to the respective parties concerned, with a certified copy of the Order approving of the same.

2. The plan and profile shall show at least one-half mile of the railway each way and 300 feet of the highway on each side of the crossing.

3. The plan shall show all obsrtuctions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

4. The Company shall give the Municipality in which the proposed crossing lies, 10 days notice of the application and copies of the plan, and furnish the Board with proof of service.

5. The road surface of level or elevated approaches, and of cuts made for approaches, to rural railway crossings over highways shall be 20 feet wide.

(a) A strong, substantial fence, or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (one and one-half inches by six inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, shall be constructed on each side of every approach to a rural railway-crossing over a highway where the height is five feet or more above the level of the adjacent ground,—leaving always a clear road-surface of 20 feet in width.

6. Unless otherwise ordered by the Board, the planking, or paving blocks, or broken stone topped with crushed-rock screenings, on rural railway-crossings over highways (between the rails and for a width of at least eight inches on the outer sides threof) shall be 16 feet wide.

7. In cities, towns, and villages, the width of all kinds of approaches to a railway-crossing over a highway (street or avenue), and of the planking between the rails and on the outer sides thereof, must be regulated by the position of the street and the traffic or the anticipated traffic thereon, but shall not be less than 20 feet wide.

8. Cuts and Fillings on Highway Crossings.—Wherever a cut on the line of railway exceeds 9 feet or a filling thereon exceeds 7 feet at a highway or street crossing, the railway company, before proceeding with the work of construction, shall refer the matter to the Board, with a full statement of the facts and circumstances, that the Board may decide as to the advisability of ordering a separation of grades at the said crossing.

9. In special cases, it may, upon application, be ordered that any existing highway crossing be constructed so as to conform to the foregoing standards and requirements.

No. 9.—Farm Crossings.—Section 254.

1. Gates.—Farm-crossing gates shall be of such a width as to give a clear space between the posts of not less than—

(a) Sixteen feet in the Provinces of Manitoba, Saskatchewan, Alberta, and British Columbia.

(b) FIFTEEN FEET in the Province of Ontario.

(c) FOURTEEN FEET in Quebec and the Maritime Provinces.

2. Planking and Approaches to Crossing.—The planking or other approved filling between the steel rails, and for a width of at least eight inches on the outer sides thereof, and the roadways between the gates and the track or tracks, shall each furnish *a road susface* of not less than—

(a) FOURTEEN FEET wide in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

(b) TWELVE FEET wide in the other Provinces of the Dominion.

3. For any cut or fill up to five feet, the grade shall not be steeper than 10%; and for each foot, or fraction exceeding one-half foot, of cut or fill in excess of five feet, the percentage of grade shall (except where, and to the extent that, the slope of the ground makes it impossible) be decreased by ½ of 1% until a depth or height of eleven feet is reached.

4. When a cut or fill at any farm crossing exceeds eleven feet, the matter shall be referred to the Board to decide as to the advisability of requiring the Railway Company to construct a bridge or undercrossing, unless the Company, in consultation with the owner of the farm affected, voluntary constructs a suitable bridge or undercrossing. The width of bridges and undercrossings to be the same as the width of the gates in the different Provinces, and the height of undercrossings to be determined by the requirements in each case.

5. In sepcial cases, it may, upon application, be ordered that any existing farm crossing be reconstructed to conform to the foregoing standards.

No. 10.—Crossings with Wires or other Electrical Conductors.—Ssction 246.

NOTICE TO APPLICANTS: Send to the Secretary of the Board with the application, three copies of a drawing containing plan and profile views of the crossing. Also send proof that the Railway Company has been served with a copy of the application and drawing.

Make the Drawing Show:—

(a) The location of the poles or towers, or the location of the underground conduit in relation to the track; the dimensions of poles or towers; and the material or materials of which they are made.

(b) The proposed number of wires or cables, the distances between them and the track, and the method of attaching the conductors to the insulators.

(c) The location of all other wires to be crossed, and their supports.

(d) The maximum potential, in volts, between wires, the potential between the wires and the ground, and the miximum current, in amperes, to be transmitted.

(e) The kinds and sizes of wires or conductors to be used at the crossing.

(f) On circuits of 10,000 volts, or over, the method of protecting the conductors from arcs at the insulators.

(g) The number of insulators supporting the conductors at the crossing. (See also "J" in Specifications.)

N.B.—Place a distinguishing name, number, date, and signature upon the drawing. Mark the exact location of the proposed crossing upon the drawing, so that this crossing can readily be identified.

"A"

STANDARD CONDITIONS AND SPECIFICATIONS FOR WIRE CROSSINGS.

(Adopted and confirmed by Order of the Board No. 8392, dated October 7, 1909.)

PART 1:—OVER-CROSSINGS.

Conditions:—

1. The applicant shall, at its or his own expense, erect and place the lines, wires, cables, or conductors authorized to be constructed across the said railway, and shall at all times, at its own expense, maintain the same in good order and condition and at the height shown on the drawing, and in accordance with the specifications hereinafter set forth, so that at no time shall any damage be caused to the company owning, operating, or using the said railway, or to any person lawfully upon or using the same, and shall use all necessary and proper means to prevent any such lines, wires, cables, or conductors from sagging below the said height.

2. The applicant shall at all times wholly indemnify the company owning, operating, or using the said railway, of, from, and against all loss, cost, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any of the said wires or cables or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant.

3. No work shall at any time be done under the authority of this order in such a manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains or traffic of the said railway.

4. Where, in effecting any such crossing, it is necessary to erect poles between the tracks of the railway, the applicant, before any work in connection with such crossing is begun, shall give the railway company owning, operating, or using the said railway, at least seventy-two hours' prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed three dollars per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company as above provided in regard to necessary work to be done in connection with the repair or maintenance of the crossing, when such work becomes necessary through an unforeseen emergency.

5. Where wires or cables to be erected across the railway are to be carried above, below, or parallel with existing wires, at the crossing, either within the span to be constructed across the railway or within the span next thereto on either side, such additional precautions shall be taken by the applicant as an engineer of the Board shall consider necessary.

6. Nothing in these conditions shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of electric or other motive power, and to place and maintain over, upon, or under its right of way, such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purpose. Liability for the cost of

any removal, change in location or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by the applicant over or under the tracks of the said railway company rendered necessary by any of the matters referred to in this paragraph shall be fixed by the Board on the application of any party interested.

7. Any disputes arising between the applicant and the said railway company as to the manner in which the said wires or cables are being erected, placed, maintained, used, or repaired, shall be referred to an engineer of the Board, whose decision shall be final.

8. The wires or cables of the applicant shall be erected, placed and maintained across the said railway in accordance with the drawing approved by the Board and the specifications following. If the drawing and specifications differ, the latter shall govern unless a specific statement to the contrary appears in the Order of the Board.

9. In every case in which the line of a railway compnay shall be constructed under the wires or cables of a telegraph or telephone company, the construction of the telegraph or telephone company shall be made to conform to the foregoing specifications, and any changes necessary to make it so conform shall be made by the telegraph or telephone company at the cost and expense of the railway company.

Over-crossings.

Specifications:—

A. Labelling of Poles.—Poles, towers, or other wire-supporting structures on each side of and adjacent to railway crossings, to be equipped with durable labels showing (a) the name of the company or individual owning or maintaining them, and (b) the maximum voltage between conductors; the characters upon the labels to be easily distinguished from the ground.

B. Separate Lines.—Two or more separate lines for the transmission of electrical energy shall not be erected or maintained in the same vertical plane. The word "lines" as here used, to mean the combination of conductors and the latter's supporting poles or towers, and fittings.

C. Location of Poles, &c.—Poles, towers, or other wire-supporting structures to be located wherever possible a distance from the rail not less than equal to the length of the poles or structures used. Poles, towers, or other wire-supporting structures must under no consideration be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of a siding. At loading sidings, sufficient space to be left for driveway.

D. Setting and Strength of Poles.—Poles less than 50 feet in length to be set not less than 6 feet and poles over 50 feet not less than 7 feet in solid ground. Poles with side strains to be reinforced with braces and guy wires. Poles to be at least 7 inches in diameter at the top. Mountain cedar poles to be at least 8 inches at the top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground. When the crossing is located in a section of the country where grass or other fires might burn them, wooden poles to be covered with a layer of some satisfactory fire-resisting material, such as concrete at least two inches thick, extending from the butt of the pole for a distance of at least 5 feet above the level of the ground. Wooden structures to have a safety factor of five.

E. Setting and Strength of other Structures.—Towers, or other structures to be firmly set upon stone, metal, concrete, or pile footings or foundations. Metal and concrete structures to have a safety factor of 4.

F. Length of Span.—Span must be as short as possible consistent with the rules of setting and locating of poles and towers.

G. Fittings of Wooden Poles for Telegraph, Telephone, or Low Tension Lines.—The poles at each side of the railway must be fitted with double cross-arms, dimen-

sions not less than 3 inches by 4 inches, each equipped with 1¾ inch hardwood pins nailed in arms or some stronger support and with suitable insulators; cross-arms to be securely fastened to the pole in a gain by not less than a ⅝-inch machine-bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two stiff iron or substantial wood braces fastened to the arms by ⅜-inch or larger carriage bolts, and to the pole by a ⅜-inch or larger bolt.

H. Fittings of all Poles, Towers, or other Structures.—All wire-supporting structures to be equipped with fittings satisfactory to an engineer of the Board.

I. Guards.—Where cross-arms are used, an iron hook guard to be placed on the ends of and securely bolted to each. The hooks shall be so placed as to engage the wire in the event of the latter's detachment from the insulators.

J. Insulators.—All wires or conductors for the transmission of electrical energy across a railway to be supported by and attached securely to suitable insulators.

Wires or conductors in 10,000-volt (or higher) circuits, to be supported by insulators capable of withstanding tests of two and one-half times the maximum voltage to be employed under operating conditions. An affidavit describing the tests to which the insulators have been subjected and the apparatus employed in the tests shall be supplied by the applicant. The tests upon which reports are required are as follows:—

Ja. Puncture Test.—The insulators having been immersed in water for a period of seven days, immediately preceding and ending at the time of the test, to be subjected for a period of five minutes to a potential of two and a half (2·5) times the maximum potential of the line upon which they are to be installed.

Jb. Flash-over Test.—State the potential that was employed to cause aircing or flashing across the surface of the insulator between the conductor and the insulator's point of support when the surface was (1) dry, and (2) wet.

K.—Height of Wires. (a) Low Tension Conductors.—The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2½ feet additional clearance of rails or other wires must be given for every 20 feet or fraction thereof additional length of span. The words "Low Tension," as here used, to mean conductors for telegraph, telephone and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers.

K*b*. All primary conductors, ungrounded secondaries and railway feeders to be maintained at least 30 feet above the top of rail, except where speciil provisions are made for trolley wires.

K*c*. High tension conductors, those between which a potential of 10,000 volts or over is employed, to be maintained at least 35 feet above the top of rail.

L. Clearances.—Safe clearances between all conductors to be maintained at all times. The following distances to be provided wherever possible; at least 3 feet clearance between low tension wires; at least 5 feet between low tension wires, primaries, ungrounded secondaries, and railway feeders employing less than 10,000 volts; at least 10 feet between high tension wires and all other lines.

M. Guy Wires.—Guy wires at railway crossings to be at least as trong as 7-strand No. 16 Stub's or New British Standard gauge galvanized steel wire, and to be clearly indicated as guy wire on the drawing accompanying the application. One or more strain insulators to be placed in all guy wires, the lowest strain insulators to be not less than 8 feet above the ground.

N. Wires and other Conductors: *Na.* Where open telephone, telegraph, signal or kindred low tension wires are strung across a railway this stretch to consist of copper wire or copper-clad steel wire not less than No. 13 New British Standard gauge, No. ·092 inch in diameter. Wire to be tied to insulators by a soft copper tie-wire, not less than 20 inches in length and of the same diameter as line wire.

Nb. Where No. 9 B. W. G. or larger, galvanized iron wire is employed in a circuit, and where there is no danger of deterioration from smoke of other gases, the use of this wire may be continued at the crossing.

Nc. Where a number of rubber covered wires are strung across a railway, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every three inches, and the whole securely fastened to the poles by marline.

Nd. Wires or conductors for the transmisssion of electrical energy for purposes other than telegraph, telephone, or kindred low tension signal work, to be composed of at least seven strands of material having a combined tensile strength equivalent to or greater than No. 4 Brown and Sharpe gauge hard drawn copper wire. These conductors to be maintained above low tension wires at the crossing, to be free from joints or splices, and to extend at least one full span of line beyond the poles or towers at each side of the railway.

Ne. Wires or conductors subjected to potentials of 10,000 volts or over, to be reinforced by clamps, servings, wrappings or other protection at the insulators to the satisfaction of an engineer of the Board.

Nf. Conductors for other than low tension work to have a factor of safety of 2 when covered with ice or sleet to a depth of 1 inch and subjected to a wind pressure of 100 miles per hour.

O. Positions of Wires.—Wires or conductors of low potential to be erected and maintained below those of higher potential which may be attached to the same poles or towers.

P. Trolley Wires.—Trolley wires at railway crossings to be provided with a trolley guard so arranged as to keep the trolley wheel or other running, sliding or scrapping device in electrical contact with them. The trolley wire, trolley guard and their supports to be maintained at least 22 feet 6 inches above the top of the rails.

Q. Cable.—Cable to be carried on a suspension wire at least equivalent to seven strands of No. 13 Stub's or New British Standard gauge galvanized steel wire. When cross-arms are used, suspension wire to be attached to a ¾-inch iron or stronger hook, or when fastened to poles to a malleable iron or stronger messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable clips not more than 20 inches apart. Rubber insulated cables of less than ¾-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 Stub's or New British Standard gauge galvanized steel wire. The word "cable" as here used, to mean a number of insulated conductors covered or bound together.

Part 2.—Under Crossing.

Conditions.

1. The line or lines, wire or wires, shall be carried across the railway in accordance with the approved drawing, and a pipe or pipes, conduit or conduits, shall, for the whole width of the right of way adjoining the highway, be laid at the depth called for by, and shall be constructed and maintained in accordance with, the specifications hereinafter set forth.

2. All work in connection with the laying and maintaining of each pipe or conduit, and the continued supervision of the same, shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work shall at any time be done in such manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains, traffic, or other work on the said railway.

3. The applicant shall at all times maintain each pipe or conduit in good order and condition, so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, removing, or repairing any pipe or conduit is begun, the applicant shall give to the railway company at least seventy-two hours prior notice thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the applicant, in performing said work, complies, in all respects, with the terms and conditions of this order, and whose wages, at a rate not exceeding $3.00 per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company, as above provided, in regard to necessary work to be done in connection with the repair or maintenance of the crossing when such work becomes necessary through an unforeseen emergency.

5. The applicant shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe or conduit, or any works or appliances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in complinace with the terms and provisions of these conditions, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of said order, or any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant.

6. Nothing in these conditions shall prejudice or detract from the right of any company owning, or operating or using the said railway to adopt, at any time, the use of electric or other motive power, and to place and maintain upon, over, and under the said right of way such poles, wires, pipes and other fixtures and appliances as may be necessary or proper for such purposes. Liability of the cost of any removal, change in location or construction of the pipes, conduits, wires, or cables constructed or laid by the applicant rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the board on the application of the party interested.

7. Any dispute arising between the applicant and the company owning, using, or operating said railway as to the manner in which any pipe or conduit, or any works or appliances herein provided for, are being laid, maintained, renewed, or repaired, shall be referred to the Engineer of the Board, whose decision shall be final and binding on all parties.

Under-crossings.

Specifications:—

A.A. Conduit.—Vitrified clay, creosoted wood, metal pipe or fibre conduit may be used.

B.B. Depth.—The excavation to be of sufficient depth to allow the top of the duct to be at least 3 feet below the bottom of the ties of the railway track.

C.C. Laying.—The conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand and 5 of broken stone or gravel. Where stone is used, such stone to be of a size that will permit of its passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportions as above.

Where the track is on an embankment a pipe may be driven through the latter.

D.D. Filling in.—The excavation must be filled in sloyly and well tamped on top and side.

E.E. Guard.—The excavation must at all times be safely protected by the applicant.

In the case of power crossings, application to operate must be made to the Board upon completion of the work.

No. 11.—Crossings with Pipes for Drains, Water Supply, Gas, &c.—Section 250.

Send to the Secretary of the Board, with the application, a plan and profile in triplicate: The plan must show the track or tracks proposed to be crossed. The profile must show the distance between the pipe and the base of rail, the size of the pipe, and the material of which it is to be constructed. A copy of the plan and profile must be sent to the Railway Company with notice of application.

Sewer Pipes.

1. Sewers under railway tracks shall be constructed of hard brick laid in cement mortar, or standard glazed tile pipe, or such other material as may from time to time be prescribed by the Board. If standard glazed pipe is used, the joints must be properly fastened with cement mortar, and the pipe under every track and for a distance of 4 feet on the outer sides thereof be imbedded in concrete, *four inches thick,* beneath and all around the said pipe.

The top of the sewer (brick or pipe) shall, wherever possible, be below the frost line and not less than 4 feet below base of rail. Where this cannot be done without causing a sag in the sewer, precautions must be taken to strengthen and protect the sewer.

Water Pipes.

2. Every water pipe underneath a railway track shall be of the Canadian Society of Civil Engineers' Standard, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

Pipes for Manufactured Gas.

3. Every pipe for conveying manufactured gas under a railway track shall be the standard gas pipe, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

Pipes for Oil and Natural Gas.

4. Every pipe for conveying oil or natural gas under a railway track shall be of steel or cast iron, or such other material as may from time to time be prescribed by the Board, tested to a pressure of 1,000 lbs. to the square inch if the gas pipe or main be a high-pressure line, and 300 lbs. to the square inch if the said gas pipe or main be a low-pressure line; and the said oil or natural-gas pipe shall be encased within another pipe of sufficient size and strength to protect it properly; the top of the encasing pipe to be below the frost line and not less than 4 feet below base of rail.

5. All work in connection with the laying, maintaining, renewing and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by, the applicant; but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the Railway Company or other company using the said railway.

6. The applicant shall at all times maintain the said pipe in good working order and condition, and so that at no time shall any damage be caused to the property of the Railway Company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment as heretofore by the Railway Company or other company using the said railway, be in any way interfered with.

7. Before any work of laying, renewing or repairing the said pipe is begun, the applicant shall give to the local Superintendent of the Railway Company at least forty-eight hours' prior notice thereof in writing, so as to enable the Railway Company to appoint an Inspector to see that the work is performed in such a manner as shall, in all respects, comply with these regulations. The wages of such Inspector, which shall not exceed $3.00 per day, to be paid by the applicant, except in the case of a Municipal Corporation desiring to lay a pipe under the railway on a highway which is senior to the railway. In such case, the Railway Company shall pay its own Inspector.

8. The applicant shall assume and be responsible for all risk of accident, loss, injury, or damage of every nature whatsoever which may happen or be in any way caused by reason of the negligence of the applicant, its servants or agents, in connection with the laying, maintenance, renewal, or repair of the said pipe or the use thereof, or by any failure on the part of the Applicant, or its servants or agents, to observe at all times and perform fully and in all respects the terms and conditions of these regulations.

9. If any dispute arise between the applicant and the Railway Company as to the terms and conditions of these regulations, or as to the manner in which the said pipe is being laid, maintained, renewed, or repaired, the same shall be referred to an Engineer of the Board, whose decision shall be final and binding on all the parties.

No. 12.—Crossings and Works upon Navigable Waters, Beaches, &c.—Section 233.

Upon site and general plans being submitted to Department of Public Works and being approved by the Governor in Council, send to the Secretary of the Board: Certified Copy of Order in Council with the plans and description approved thereby and so certified—one application and two sets of detail plans, profiles, drawings and specifications.

The plans must show details of construction of piers and their foundations, also details of superstructure, if standard plan of the same has not already been approved.

The profile must show the cross-section of the river or stream at the place of crossing and high and low water marks.

The name of the river or stream, and the mileage of the bridge should be given.

Upon completion of work application must be made to the Board for leave to operate.

No. 13.—Bridges, Tunnels, Viaducts, Trestles, etc., over 18 ft. span.—Section 257.

(*a*) Must be built in accordance with standard specifications and plans, approved of by the Board.

(*b*) Or detail plans, profiles, drawings, and specifications, which may be blue, white or photographic prints, must be sent to the Secretary of the Board for approval, &c., as in No. 12.

Upon completion of the work application must be made to the Board for leave to operate.

No. 14.—Station Grounds and Station Buildings.—Section 258.

Send to the Secretary of the Board:—

Three sets of plans showing the location, and details of structures, and yard tracks.

The Company shall give the Municipality in which the proposed station lies notice of the application and copy of the plan, and furnish the Board with proof of service.

1st set for filing with the Board.

2nd set to be certified and returned to Company with certified copy of order of approval.

3rd set to be certified and sent to Municipality.

NOTE.—If approved plans, showing location, &c., of a station, are on file with the Board, and such station were burned, a letter from the Company that it intended to erect another station of the same plan and location, would call from the Board an approval and waiver of filing new plans, unless the local conditions had so changed since the original station was erected, that public convenience called for enlarged facilities or change of location.

General Notes.

Plans (for Nos. 2 to 6) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owner's names, the areas and length and width of land proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, watercourses, highways, and railways, proposed to be crossed or affected.

Should the Company at any place require right of way more than 100 feet in breadth for the accommodation of slopes and side ditches, it will be necessary to place on the plan cross-sections of the right of way, taken 100 feet apart and extending to the limits of the right of way proposed to be taken.

Profiles shall show the grades, curves, highway and railway crossings, open drains and watercourses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the President or Vice-president or General Manager, and also by the Engineer of the Company.

The plan and profile to be retained by the Board must be on tracing linen, the copies to be returned may be either white, blue, or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to 7½ inches by 7 inches, or book of reference may be endorsed on the plan.

SESSIONAL PAPER No. 20c

FORM OF BOOK OF REFERENCE REQUIRED.

. . . . . .Railway Company

. . . . . .Division or Province. . . . . .Branch.

Book of Reference to Accompany Location Plan Showing Lands Required for Railway Purposes.

Station to	Station.	Width of Railway	Owner.		Centre of Book when open.	Part of	Section or Lot.	Township Parish Block or Number of Claim.	Range	Contents Acres.	Remarks.

Interlocking System.

Rules governing the use of Interlocking and Derailing Signals and speed of trains where one railway crosses another at rail level, or where a railway crosses a drawbridge.

1. The normal position of all signals must indicate danger.

2. When the distant semaphore indicates caution, the train passing must be under full control and prepared to come to a full stop before reaching the home signal.

3. When the home signal indicates danger, it must not be passed.

4. When clear signals are shown where one railway crosses another at rail level, the speed of passenger trains must be reduced to thirty-five miles an hour and freight trains to twenty miles an hour, until the entire train has passed the diamond.

5. When clear signals are shown where a railway crosses a drawbridge, the speed of passenger trains must be reduced to twenty-five miles an hour and the speed of freight trains to fifteen miles an hour, until the entire train has passed the drawbridge.

General Requirements Applicbale to Steam Railways for Interlocking, Derailing and Signal System at Crossings at Rail Level, at Junctions and at Drawbridges.

The plan and construction of interlocking signalling, and derailing system to be used at rail level crossings, junctions and drawbridges, shall conform to the following rules;—

1. Derails shall be placed not less than five hundred (500) feet from the nearest frog point of the diamond, junction point or from the ends of the drawbridge unless otherwise ordered. On single track railways derail points, when practicable, should

be on inside of curve, and on double track railways the derail points should be in outside rail on both tracks. On the latter back-up derails will be required.

2. Home signals shall be placed fifty-five (55′) feet in advance of derail point and the distance between home and distant signals shall not be less than twelve hundred (1,200′) feet, unless otherwise ordered. Signal post shall be placed over or on the engineman's side of the track, unless otherwise ordered.

3. Guard rails shall be laid on outside of rail in which the derail is placed, or on the inside of the opposite rail, and, commencing at least nine (9′) feet from point of derail, shall extend thence toward the crossing, parallel with and nine (9″) inches distant in the clear from the track rail, for four hundred (400′) feet, fully spiked. In no instance, however, should the guard rail, approach within one hundred (100′) feet of the diamond, junction point or end of drawbridge. In the case of inside guard rails the extreme ends of the same shall be bent down level with the top of tie.

4. The normal position of all signals must indicate danger, derail points open unless otherwise ordered, and the interlocking so arranged that it will be impossible for the signalman to give conflicting signals.

5. Signals shall be of the semaphore type, the indications given in upper or lower quadrant by not more than three positions, and in addition at night by lights of prescribed colours.

6. The apparatus shall be so constructed that the failure of any part directly controlling a signal will cause it to give its least favourable indication.

7. Semaphore arms that govern shall be displayed to the right of the signal post, as seen from an approaching train.

8. Where switch and lock movements are used on facing point switches or derails on high speed routes they must be placed outside the rails and bolt locked with the signals governing them; when this is not practicable, facing point locks must be used.

9. The established order of interlocking shall be such that a clear signal cannot be displayed until derails or diverging switches, if any, in conflicting routes, are in their normal position, and the switches for the required route are set and locked.

10. High speed routes shall be indicated by high signals not more than three blades to be displayed on one signal post. Dwarf signals shall be used for low speed routes and for double track back-up derails.

11. The blades and back lights of all signals should be visible to the signalman in the tower. If from any cause, the blade or light of any signal cannot be placed so as to be seen by the signalman a repeater or indicator should be provided.

12. As soon as an interlocking plant is completed, the Company may place the same in operation, but, until the plant is approved by Order of the Board, all trains must stop before making the crossing, as required by the Railway Act.

13. Application for inspection of interlocking plant must be made to the Board, accompanied by a plain diagram, showing location of the crossing, junction or drawbridge, and the position of all main tracks, sidings, switches, turnouts, &c., within the limits of the interlocker. On the diagram the several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use, also together with the numbers of signals, derails, locks, &c., corresponding to levers in the tower.

Details.

14. The machine shall be of the latch locking type unless otherwise ordered, and levers shall be numbered from left to right.

15. One lever shall operate not more than one signal, and nothing in conjunction with it.

Pipe Line.

16. One inch pipe of soft steel or wrought iron shal lbe used for connections to switches, derails, movable wing and point frogs, detector bars, locks, bridge couplers and home signals.

(*a*) Pipe lines shall be straight where possible, and shall not be placed less than four feet (4′) from gauge line, except where the lines run between tracks. On draw spans and approaches, they shall be kept as far from the gauge line as conditions will permit.

(*b*) Pipe lines shall be supported on pipe carriers, spaced not more than seven (7′) feet apart.

(*c*) Couplings in pipe lies shall be located not less than twelve (12″) inches from pipe carriers with lever on centre.

(*d*) Pipe connections shall be made with threaded sleeves, and the joints plugged and riveted; or keyed, or by other approved method.

Wire Line.

17. Distant and dwarf signals shall be operated by wires, the back wire to have two (2″) inches more stroke than the front wire.

(*a*) Wire lines shall be carried in wire carriers placed not more than forty (40′) feet apart. Where wire lines run next to the pipe lines, the wire carriers shall be attached to the pipe carrier foundations if convenient. Where wire carriers are attached to independent foundations, they shall be placed not less than six (6′) feet from gauge of nearest rail, where practicable.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

APPENDIX I.

LIST OF BOOKS IN LIBRARY.

Abbott—Railway Law of Canada, 2 vols.
Abbott on Telephony, 6 vols.
Abbott—Electrical Transmission of Energy.
Ackworth—Elements of Railway Economics.
Actes du Canada et des Provinces non abrogés par les Statuts Revisés, 1887.
Acts of the Provinces and of Canada Not Repealed by the Revised Statutes, 1887.
Act to regulate Commerce, 1906.
Adams—The Block System.
Adams—Railroad Accidents.
Alberta Statutes, 1906-1910.
Allen—Telegraph Cases.
American Electrical Cases, 9 vols.
American and English Annotated Cases, 17 vols.; Digest, vols. 1-10.
American and English Encyclopedia of Law, 32 vols.; Supplement, vols. 3 and 4.
American and English Railroad Cases, Old Series, 61 vols.; Digest, vols. 1-35, 36-43; New Series, 59 vols.; Digest, vols. 1-23, 24-43, 44-53.
American Railway Reports, 21 vols. (Vol. 1, Trueman; vols. 2, 3, 4 and 5, Mallory; 6, 7, 8 and 9, Shipman; 10 to 21, Ladd; Ladd includes 20 and 21, Clemens.)
Anderson's Dictionary of Law.
Anderson—Index Digest of Interstate Commerce Laws.
Armstrong's Digest N. S. Reports, 1 vol.
Ashe—Electric Railways.
Audette—Exchequer Court Practice.
Auditor General's Report, 1910.
Baldwin—American Railroad Law.
Barnes—Interstate Transportation.
Bartholomew—Air Brakes for Electric Cars.
Beach's Law of Railways, 2 vols.
Beach—Monopolies and Industrial Trusts.
Beach's Annual Railway Digest, 1889.
Beal on Bailments.
Beal—Cardinal Rules of Legal Interpretation.
Beal and Wyman—Railroad Rate Regulation.
Beauchamp—Jurisprudence of the Privy Council.
Beaudry-Lacantinerie—Droit Civil.
Beavan and Walford Railway Cases.
Bell and Dunn—Practice Forms.
Beullac—Code de Procedure Civile.
Bigg—General Railway Acts.
Biggar—Municipal Manual.
Bird's Digest B.C. Case Law.
Blakemore—The Abolition of Grade Crossings in Massachusetts.
Bligh's Ontario Law Index to 1900.
Bligh and Todd—Dominion Law Index.
Booth—Street Railways.
Bouvier's Law Dictionary.

Boyle and Waghorn—The Law and Practice of Compensation.
Boyle and Waghorn—The Law relating to Railway and Canal Traffic.
Brassey, Lord—Fifty Years of Progress and the New Fiscal Policy.
Brice—Tramways and Light Railways.
Brice—Ultra Vires.
British Columbia Reports, 14 vols.
British Columbia Laws, Consolidated, 1877.
British Columbia Statutes, 1872-1910; Revised Statutes, 1897.
Broom's Legal Maxims.
Browne—Law of Carriers.
Browne—The Law of Compensation.
Brown, Macnamara and Neville—English Railway and Canal Traffic Cases. 12 vols.
Browne's Practice Before the Railway Commissioners.
Browne and Theobald—Law of Railways.
Butterworth—Practice of the Railway and Canal Commission.
Butterworth—Railways and Canals.
Byer—Economics of Railway Operation.
California Railroad Commission Annual Report. 1908.
Calvert's Regulation of Commerce.
Canada Law Journal, vols. 41-46.
Canada and Newfoundland Gazetteer, 1909.
Canada—Statutes, 1867-1910; Revised Statutes, 1886 and 1906.
Canada Year Book, 1908-1909.
Canadian Annual Digest, 1896-1910.
Canadian Annual Review, 1906-1909.
Canadian Law Review, vols. 3-6.
Canadian Law Times, vols. 28-30.
Canadian Railway Cases, 10 vols.
Car Builders' Dictionary, 1906.
Carmichael's Law of the Telegraph, Telephone and Submarine Cable.
Cartwright on British North American Cases, 5 vols.
Cartwright's Canadian Law List, 1906-1910.
Century Dictionary and Cyclopedia, 10 vols.
Chambers—Parliamentary Guide, 1909.
Chitty's Archbold's Q.B. Practice. 2 vols.
Chitty's K.B. Forms, 1902.
Clarke and others—The American Railway.
Clarke—State Railroad Commissions.
Clarke—Street Accident Law.
Clements—Canadian Constitution.
Clifton, E. C. and A. Grunaux—A new Dictionary of the French and English Languages.
Clifton and Grunaux—Technological Dictionary, English, German and French.
Clode—Rating of Railways.
Colson—Abrégé de la legislation des Chemins de Fer et Tramways.
Congdon's Digest N.S. Reports.
Connecticut—Reports of Railroads, 1910.
Connors—Report of the Working of American Railways.
Constantineau on the De Facto Doctrine.
Cooley—Taxation.
Copnall—A practical Guide to the Administration of Highway Law.
Correspondence between Board of Agriculture and Fisheries and Railway Companies of Great Britain.

Coutlee's Digest Supreme Court Reports.
Cowles—A General Freight and Passenger Post.
Croswell—The Law Relating to Electricity.
Currier—Railway Legislation of the Dominion of Canada, 1867-1905.
Cyclopedia of Law and Procedure, 36 vols; Annotations, 1907-1911.
Daggett—Railroad Reorganization.
Dale and Legmann's English Overruled Cases.
Daniell—Chancery Forms.
Darlington—Railway and Canal Traffic Acts.
Darlington—Railway Rates.
Daviel—Des Cours d'Eau.
Denton—Municipal Negligence (Highways).
Dewsnup—Railway Organization and Working.
Digest Canadian Case Law, 1901-1910.
Digest Ontario Case Law, 4 vols; Supplement, 1 vol.
Digest United States Supreme Court Reports, vols. 1-186, 1-206.
Directory of Railway Officials, 1904.
Dictionary of Altitudes in Canada, 1903.
Dictionnaire de la Langue Francaise, avec un Supplément l'Histoire et de Géographie; Littré et Beaujeu.
Dictionnaire Nouveau—Anglais-Francais et Francais-Anglais.
Digest American Reports.
Digest American and English Railroad Cases.
Disney—Carriage by Railway.
Dodd—Law of Light Railways.
Dorsey—English and American Railroads Compared.
Douglas—The Influence of the Railroads of the United States and Canada on the Mineral Industry, 1909-1910.
Drinker—Interstate Commerce Act.
Duff on Merchants Bank and Railroad Bookkeeping.
Eaton—Railroad Operations; How to Know Them.
Edwards—Railway Nationalization.
Eddy on Combinations.
Electric Train Staff Catalogue, Union Switch and Signal Company; Swissvale, Pa.
Elliott on Railroads.
Elliott on Roads and Streets.
Encyclopedia Britannica.
Encyclopedia of the Laws of England.
Endlich on Statutes.
English Law Reports, complete set to 1910.
English Reports(reprints), 112 vols.
English Ruling Cases.
Ewart's Digest Manitoba Law Reports.
Exchequer Court Reports.
Farnham's Waters and Water Rights.
Fotter—Carriers of Passengers.
Finch—Federal Anti-Trust Divisions.
Florida—13th Annual Report of the Railroad Commission.
Forney—Catechism of the Locomotive.
French—Report of General Sir John French, 1910.
Fry—Specific Performance.
Fuzier-Herman—Code Civil.
Fuzier-Herman—Repertoire du Droit Francais.
Gazetteer of the Dominion of Canada.

Georgia Railroad Commission Annual Report, 1905-1909.
Gilbert—American Electrical Cases, 1902-1904, vol. 8.
Gillette—Hand Book of Cost Data.
Glen on Highways.
Gould on Waters.
Goodeve—Railway Passengers.
Gray—Communication by Telegraph.
Greene—Highways.
Grierson—Railway Rates, English and Foreign.
Hadley—Railway Transportation.
Hadley—Railway Working and Appliances.
Haines—American Railway Management.
Haines—Railway Corporations as Public Servants.
Haines—Restrictive Railway Legislation.
Hamilton—Railway and Other Accidents.
Hamilton—Railroad Laws of New York, 1906-1907.
Hamlin—Interstate Commerce Acts, Indexed and Digested.
Hardcastle's Statute Law.
Hatfield—Lectures on Commerce.
Hay, Jr.—The Law of Railway Accidents in Massachusetts.
Henderson—Ditches and Water Courses.
Hendrick—Railway Control by Commissions.
High on Injunctions.
Hodges on Railways, by J. M. Lely.
Hodgins—Dominion and Provincial Legislation.
Holmested and Langton—Ontario Judicature Act.
Holmested and Langton—Forms and Precedents.
Holt—Canadian Railway Law.
Hopkins—The Law of Personal Injuries.
Hudson—Compensation.
Hutchinson's Carriers.
Hutchinson on Carriers, 2nd Ed., Mechem, 1891.
Illinois Railroad and Warehouse Commission, Annual Report, 1905-1909.
Illinois Railroad and Warehouse Commission, Special Report, 1902-1906.
Imperial Statutes, 1876.
Index of Cases Reported in Law Reports, 1905-1910.
Index to Law Times Reports, vols. 91-100.
Index to Quebec Official Reports.
Interstate Commerce Commission First Annual Report of the Statistics of Express Companies in the United States, 1909.
Interstate Commerce Reports, 19 vols.
Interstate Commerce Commission Reports, 5 vols.
Jevons—The State in Relation to Labour.
Johnson—American Railway Transportation.
Johnson and Huebner—Railroad Traffic and Rates
Johnson—Ocean and Inland Water Transportation.
Jones—Telegraph and Telephone Companies (1906).
Joyce—Electric Law.
Judson—Interstate Commerce.
Kant's Index to Cases Judicially Noticed in the Law Reports.
Keasbey—Electric Ways.
Kerr—Injunctions.
Kirkman—The Science of Railways.
Lafleur—Conflict of Laws.
Lake—Conflict of Laws.

Lake—Report of Major-General Sir P. H. N. Lake.
Langelier—Cours de Droit Civil.
Langelier—De la Preuve.
Langstroth and Stilz—Railway Co-operation.
Larombiere.
Laurent—Droit Civil.
Law Times Reports, 102 vols.
Legal News, 20 vols.
Lefroy's Legislative Power in Canada.
Leggett—Bills of Lading.
Lewis—American Railroad and Corporation Reports.
Lewis—Eminent Domain.
Lewis' Sutherland—Statutory Construction.
Littré et Beaujeu. Dictionnaire de la Langue Francaise, avec un Supplement d'Histoire et de Geographie.
Louisiana Railroad Commission Annual Report, 1905.
Lovell's Compendium, 1907-1908.
Lower Canada Jurists.
Lower Canada Reports.
MacMillan and Gutches—Forest Products of Canada, 1908.
MacMurchy and Dennison—Canadian Railway Act (Annotated).
MacMurchy and Dennison—Canadian Railway Cases.
MacMurchy and Dennison—Railway Law of Canada.
Macnamara—Law of Carriers.
Maine, State of—Commissioner of Highways Fifth Annual Report, 1909.
Manitoba Law Reports, 19 vols.
Manitoba Statutes, 1871-1910—Revised Statutes, Manitoba, 1891.
Mann—Massachusetts Railroad and Railway Laws, 1908.
Massachusetts Board of Railroad Commissioners Report, 1871-1875.
Massachusetts—Annual Report of the Railroad Commissioners, 1909-1910.
Masters' Supreme Court Practice, 1908.
Mathieu—Code Civil de la Province de Quebec.
Maxwell on Statutes.
Mayne on Damages.
McDermot—Railways.
McLean, S. J.—Georgian Bay Canal.
McPherson and Clarke—Law of Mines.
McPherson—Railroad Freight Rates in Relation to the Industry and Commerce of the United States.
McPherson—The Working of the Railroads.
Merritt—Federal Regulation of Railway Rates.
Mews' Digest of English Case Law—Annual Supplements, 1898-1909.
Meyer—British State Telegraphs.
Meyer—Government Regulation of Railway Rates.
Meyer—Municipal Ownership in Great Britain.
Meyer—Public Ownership and the Telephone in Great Britain.
Meyer—Railway Legislation in the United States.
Michigan—Annual Report of the Commissioner of Railroads, 1904-1908.
Michigan Railroad Laws, 1905-1907.
Mignault.
Minnesota—Annual Report of the Railroad and Warehouse Commission, 1891-1909.
Mississippi—Report of the Railroad Commisioners, 1903-1909.
Missouri—Report of the Railroad and Warehouse Commisioners, 1904-1905.
Montreal Directory, 1909-1911.

Montreal Law Reports, S. C., 7 vols.; Q. B., 7 vols.; Digest by Saint Cyr.
Montreal Street Railway Company's Annual Report, 1909.
Moore on Carriers.
Morris—Railroad Administration.
Murray's English Dictionary.
Nebraska, Laws of, Relating to Railroads and other Common Carriers (Nebraska State Railway Commission.)
Nellis—Street Railroad Accident Law.
Nellis—Street Service Railroads
Nelson—The Anatomy of Railway Reports.
Nelson—Interstate Commerce Commission.
New Brunswick Equity Reports, 3 vols.
New Brunswick Reports, 38 vols.
New Brunswick Statutes, 1867-1910—Consolidated Statutes, 1877, 1903.
Newcombe—Railway Economics.
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New Jersey—Report of the Board of Railroad Commissioners, 1907, 1909.
New York Public Service Commission, Second District, Second Annual Report, 1908.
New York—Report of the Railroad Commissioners, 1902-1903.
Nichol—English Railway and Canal Cases.
Northwest Territories Ordinances, 1878-1905—Consolidated Ordinances, 1898; General Ordinances, 1905.
Nova Scotia Judicature Act, 1900.
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Nova Scotia Statutes, 1865-1910—Revised Statues, 1871-1884.
Noyes—American Railroad Rates.
Nutt—Technological Dictionary, French, German, English.
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Ontario Statutes, 1867-1910. Revised Statutes, 1877, 1887, and 1897.
Oregon. Report Railroad Commission, 1909.
Ottawa Directory, 1908-1910.
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Paish. The British Railway Position.
Parsons. The Heart of the Railroad Problem.
Parsons. Railway Companies and Passengers.
Patterson. Railway Accident Law.
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Pierce. Digest of Decisions under Act to Regulate Commerce, 1887-1908.
Piggott's Imperial Statutes (to 1903).
Pollock. Bill of Lading Exceptions.
Poor's Manual of Railroads, 1905-1910.
Pratt. American Railways.
Pratt. German versus English Railways.
Pratt and Mackenzie. Highways.
Pratt. Railways and Their Rates.

Prentice. Federal Powers over Carriers and Corporations.
Prince Edward Island Reports.
Prince Edward Island Statutes, 1867-1910.
Quebec. Complement des Statuts de 1888.
Quebec Official Reports, S.C. 34 Vols.; K.B. 18 Vols.
Quebec Public Utilities Commission Report (July, 1910).
Quebec Statutes, 1868-1910. Revised Statutes, 1888, Supplement, 1889.
Quebec Statuts, 1866-1909.
Quebec, Statuts Refondus de la Province de Quebec, 1888.
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Railways in the United States, 1902.
Railways & Canals Report, 1902-1909.
Railway Signal Association, 1909 Proceedings.
Ramsay & Morin Reports.
Rapalje's Digest of American Decisions and Reports.
Rapalje & Mack's Digest of Railway Law.
Ray. Negligence of Imposed Duties, Passenger Carriers.
Ray. Negligence of Imposed Duties, Freight Carriers.
Redfield. The Law of Railways.
Redman. Arbitration and Awards.
Redman. Law of Railway Carriers.
Reese on Ultra Vires.
Revue de Jurisprudence, 16 vols.
Revue Legale, Old Series, 22 Vols.; New Series, 16 Vols.
Richards. Conservation of Men.
Richardson and Hook. American Street Railway Decisions.
Richards and Soper. Compensation.
Ripley. The Railroads and the People.
Ripley. Railway Problems.
Robertson. Tramways (3rd Edition of Sutton's Tramway Acts of the United Kingdom). 1903.
Robinson & Joseph's Law & Equity Digest.
Roscoe's Nisi Prius.
Ross. British Railways.
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Russell. Arbitration.
Russell & Bayley. Indian Railways Act, 1890.
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Saskatchewan Statutes, 1906-1909.
Schouler. Bailments and Carriers.
Scott. Automatic Block Signals.
Scott. Law of Telegraphs.
Scrutton. Charter parties and Bills of Lading.
Seton on Decrees.
Sirey. Code Civil.
Smith. The Organization of Ocean Commerce.
Snyder. American Railways as Investments.
Snyder. Annotated Interstate Commerce Act and Federal Anti-Trust Laws.
Sourdat.
South Carolina. 30th Annual Report of the Railroad Commission, 1908-1910.
Statistics of Railways in the United States. 1888-1909.
Statutes Relating to the City of Toronto, 1894.
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Stephens' Quebec Digest.

Stevens' Digest N.B. Reports.
Stewart. Index to Dominion and Provincial Statutes (to 1902)
" (to 1909)
Stickney. The Railway Problem.
Streets. Foundations of Legal Liability.
Street Railway Reports.
Stroud's Judicial Dictionary.
Supreme Court of Canada Reports, 43 Vols.
Sutherland on Damages.
Talbot and Fort's English Citations, 1865-1890.
Taschereau. The Criminal Code.
Taschereau's. Thèse du Cas Fortuit.
Taylor on Evidence.
Temp. Wood. Manitoba Reports.
Territories Law Reports.
Texas. Report of the Railroad Commission, 1905-1908.
La Themis.
Theoret. Catalogue of Law Books Published in Canada, Great Britain, France and the United States.
Theoret. Code de Procedure Civile, Montréal.
Thompson. Law of Electricity.
Thornton. Railroad Fences and Private Crossings.
Tiedeman. Municipal Corporations in the United States.
Toronto Directory, 1906-1911.
United States Railways, 1902.
United States Army, Chief Engineer's Annual Report, 1894.
United States Railway Statistics, 1888-1909.
United States Supreme Court Reports, Law. Ed.
Universal Directory of Railway Officials, 1904.
Van Zile. Bailments and Carriers.
Vaughan. Index to the Railway Acts of Canada, 1898.
Vermont. 12th Biennial Report of Vermont Public Service Commission, 1910.
Virginia. Report of the State Corporation Commission, 1905-1909.
Waghorn. Traders and Railways.
Webb's Economics of Railroad Construction.
Websters' Collegiate Dictionary.
Weir's Assessment Law of Canada.
Weld. Private Freight Cars and American Railways.
Wellington. The Economic Theory of Railway.
Wellington. Economical Theory of Railway Location.
Weyl. Passenger Traffic of Railways.
Whitaker's Almanac, 1904.
Wigmore on Evidence.
Wilson. Mechanical Railway Signalling.
Wilson. Power Railway Signalling.
Wilson. Safety of British Railways.
Wisconsin. Report of the Railroad Commission, 1906-1909.
Woodfall. Railway and Canal Traffic.
Wood. Railway Law.
Words and Phrases Judicially Defined.
Yorke. Report on a visit to America.
Young's Admiralty. Nova Scotia Reports.
Yukon Territory Ordinances, 1903-1909.
Yukon Territory Consolidated Ordinances, 1902.

APPENDIX J.

STATEMENT showing applications made to the Board under the Various Sections of the Railway Act for the Year ending March 31st, 1911.

Rescinding of Orders	Section 29	20
By-laws, Rules and Regulations	Sections 30-307-313-269	8
Sunday Labour	Section 44	5
Extension of Time	Section 50	10
Location of Line	Sections 157-168	138
Route Map	Section 157	22
Correction Plans	Section 162	5
Railway as constructed	Section 164	29
Deviation of Line	Section 167	85
Mines and Minerals	Sections 169-171	1
Expropriation of Lands	Sections 172-191	37
Appeals to Supreme Court		6
Compensation or Damage	Sections 192-214	1
Branch Lines of Railway	Sections 221-226	333
Railway Crossings and Junction	Sections 227-229	118
Interlocking Appliances	Section 227	6
Highway Crossings	Sections 235-243	661
Highway Diversions	Section 237	57
Protection at Crossings	Section 243	281
Telegraph and Telephone Connections	Section 245	23
Telegraph Wire Xg	Section 246	5
Telephone Wire Xg	Section 246	288
Power Wire Xg	Section 246	634
Telephone Agreement	Section 248	61
Water Pipes	Section 250	127
Gas Pipes	Section 250	75
Sewers	Section 250	117
Culverts	Section 250	36
Farm Crossings	Sections 252-253	19
Cattle-guards	Sections 254-255	2
Fencing of R. of W	Section 254	4
Snow Fences	Sections 254-255	1
Construction, Navigable Waters	Sections 230-234	6
Bridges	Sections 256-257	201
Tunnels	Sections 256-257	6
Stations	Section 258	100
Station Accommodation, Station Agents		26
Condition of Round Houses		1
Opening of Railway	Section 261	40
Condition of Railway	Section 262	14
Rolling Stock	Sections 264-268	23
Train Service		11
Working of Trains	Section 269	3
Obstruction to Traffic	Section 279	2
Accommodation for Traffic	Section 284	10
Packing of Frogs	Section 285	1
Accidents Reports	Sections 292-293	50
Purchase of Railway	Section 299	6
By-laws re Tolls	Section 314	12
Equality in Tolls	Sections 315-320	3
Discrimination Facilities	Section 317	5
Interswitching	Sections 317 and 334	4
Freight Classification	Section 321	16
Forms of Tariffs	Sections 323-339	5
Disallowance of Tariffs	Section 323	3
Standard Freight Tariffs	Section 327	6
Standard Passenger Tariffs	Section 331	12
Adjustment in Rates		5
Special Tariffs	Sections 328-332	3
Joint Tariffs	Sections 335-336	5
Provision for carriage	Sections 340-342	29
Express Tolls	Sections 348-354	1
Carriage by Express	Section 352	1
Telephone Tolls	Sections 355-360	7
Amalgamation Agreements	Sections 361-363	8
Inquiries		316
Requests		64
Complaints		573
Miscellaneous		130
General Orders of the Board		...
Total		4,922

APPENDIX K.

List of Cases Appealed to the Supreme Court Since February 1, 1904, to March 31, 1911.

1. File 1114. Montreal Terminal Railway vs. Montreal Street Railway, Pius IX. Avenue crossing. Appeal from order of the Deputy Chief Commissioner and Commissioner Mills on question of jurisdiction. Appealed allowed.

2. File 1492. James Bay Railway vs. Grand Trunk Railway crossing Belt Line Spur. Appeal to the Supreme Court on question of law. Appeal dismisssed.

3. File 383. Canada Atlantic Railway, Ottawa Electric Railway and City of Ottawa *re* Bank Street Subway. Appeal of the Ottawa Electric Railway on question of law. Appeal dismissed.

4. File 588. *Re* Toronto Union Station. A. R. Williams Expripriation. Appeal to the Supreme Court and then to the Privy Council, England, on question of jurisdiction. Appeal dismissed.

5. File 1604. Case 1309. Robinson vs. Grand Trunk Railway two-cent rate. Appeal to the Supreme Court and then to the Privy Council, on question of law. Appeal dismissed.

6. File 689. Canadian Pacific Railway vs. Grand Trunk Railway *re* branch line, London, Ont. Grand Trunk Railway Company appeal to Supreme Court on question of jurisdiction. Appeal dismissed.

7. Case 1680. Essex Terminal and W.E. & L.S.R.R. Co., crossing. Township of Sandwich. Appeal by the Essex Terminal Railway to the Supreme Court on question of law. Appeal dismissed.

8. File 1497. T. D. Robinson and Canadian Northern Railway Spur at Winnipeg. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal dismissed.

9. File 9527. Montreal Street Railway *re* rates Montreal Royal Ward. Appeal by the Montreal Street Railway to the Supreme Court of Canada on question of jurisdiction. Appeal allowed.

10. File 8644. Case 4719. *Re* Agriculture Department, Province of Ontario and Grand Trunk Railway Company, Station at Vineland. Appeal to the Supreme Court of Canada by the Railway Company on question of jurisdiction. Appeal dismissed.

11. Case 3322. *Re* Toronto Viaduct. Appeal to the Supreme Court by the Canadian Pacific Railway Company on question of law. Appeal dismissed.

12. Case 4813. *Re* Fencing and Cattle Guards. Order No. 7473. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal allowed in part.

13. File 9351. Case 4492. City of Toronto and Grand Trunk Railway and Canadian Pacific Railway Companies *re* commutation tickets. Stated case to the Supreme Court by City of Toronto on question of law.

14. File 5999. Case 2545. *Re* City of Ottawa and County of Carleton, Richmond Road Viaduct. Appeal by County of Carleton, on question of jurisdiction. Appeal dismissed.

15. File 13079. Grand Trunk Railway and Canadian Northern Ontario Railway Spur, township of Scarboro. Appeal to the Supreme Court by Grand Trunk Railway Company on question of jurisdiction. Appeal dismissed.

16. File 7529. Case 3269. Grand Trunk Railway and British American Oil Company. Oil rate. Appeal to the Supreme Court by Grand Trunk Railway Company on question of law. Stands for judgment.

17. File 1519. Grand Trunk Pacific Railway and Fort William *re* location. Appeal by Grand Trunk Pacific to the Supreme Court of Canada, on question of jurisdiction. Stands for judgment.

18. File 11965. Niagara, St. Catharines and Toronto Railway and Davy. Appeal to the Supreme Court by the Niagara, St. Catharines and Toronto Railway Company on question of jurisdiction. Appeal allowed.

19. File 9527. Montreal Street Railway *re* rates Mount Royal Ward. Appeal by the Montreal Park & Island Railway Company, to the Supreme Court of Canada on the question of jurisdiction. Appeal allowed.

20. File 10912. Application of the Canadian Northern Railway Company, under section 237 of the Railway Act to cross certain streets in the City of Prince Albert, Sask., and Charles Macdonald. Not yet heard.

21. File 16580. Clover Bar Coal Co., Ltd., and Wm. Humberstone, the Grand Trunk Pacific Ry. Co., and the Clover Bar Sand and Gravel Co. Not yet heard.

22. File 12682. Regina Rate Case. Not yet heard.

List of Cases Appealed to the Governor in Council from February 1, 1904, to March 31, 1911.

1. File 399. Bay of Quinte Railway, crossing Canadian Pacific Railway at Tweed. Appeal to the Governor in Council by the Bay of Quinte Railway. Order of the Board set aside and former order of the Railway Committee confirmed.

2. File 1455. James Bay Railway vs. Grand Trunk Railway crossisng near Beaverton. James Bay Railway Company appeal to the Governor in Council. Appeal dismissed.

3. File 1780. *Re* Chatham Street crossings. Grand Trunk Railway Company. Appeal by Grand Trunk Railway to the Governor in Council. Appeal dismissed.

4. File 12992. *Re* Maniwaki Branch of C.P.R. starting of trains from Ottawa.

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TELEPHONE STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1911

A. W. CAMPBELL,

Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1912

[No. 20D—1912.]

To Field Marshall, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Essex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe Cobourg and Gotha; Knight of the Most Noble Order of the Garter, Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of St. Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada for the year ended June 30, 1911.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE.
Minister of Railways and Canals.

SIR,—I have the honour to submit the first Annual Report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada, for the year ended June 30, 1911.

I have the honour to be sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, January 15, 1912.

A. W. CAMPBELL, ESQ., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Telephone Statistics for the year ended June 30, 1911.

This is my first report in relation to the telephone interests of Canada, and you will readily understand that the statistical information which follows was not easily obtained. Many difficulties had to be overcome. In the first place, there was not in existence any classification of telephone accounts upon which the schedules of the Department could be based. That rather important and basic work had to be done in this office. Then, when the reporting forms were sent out they were misunderstood by many of the smaller companies. Explanations were necessary. Confusion also resulted as between the reports returnable to this Department and to some of the Provincial Governments. Under such conditions, delay and partial failure in some regards, was unavoidable. But the experience gained in this primary work cannot fail to be helpful, and in future there ought not to be any particular trouble in gathering satisfactory and complete statistics.

The schedules will be simplified hereafter. A large proportion of the telephone companies operating throughout the Dominion are without paid officers or analytical accounting methods. Their income is from one or two sources, and their outgo is embraced within few items. It only creates needless confusion to lay before them a demand for more or less elaborate details. Speaking broadly, while the general reporting basis adopted for 1911 will not be altered, it is intended to make changes which will be acceptable to the smaller organizations.

The object in view was to obtain information which would fairly and comprehensively show the extent and character of telephone interests in the Dominion. The schedules of the Department therefore asked for facts with regard to

Organization.
Capital invested.
Operating income.
Operating expenses.
Equipment.
Tolls.
Employees.

Complete information was not obtained; but that was perhaps to be expected at the outset. Some companies failed to report at all, while others sent in statements which were incomplete. It may be said, however, that the data got together establishes a fairly satisfactory basis upon which to build for the future. The difficulties inseparable from pioneer work of this nature will not, it is believed, persist.

NUMBER OF COMPANIES.

It is quite impossible to say how many distinct telephone companies were operating in Canada on June 30, last. There was no source from which a complete list could be obtained. In all, however, 537 organizations sent in reports. These were divided as follows:—

Province.	Government.	Municipal.	Stock.	Co-operative.	Partnership.	Private.	Total.
Ontario	.....	21	115	90	18	75	319
Quebec	.....	.....	22	5	.....	5	32
New Brunswick	.....	.....	14	.....	.....	2	16
Nova Scotia	.....	.....	14	.....	.....	.....	14
Alberta	1	1	2	.....	.....	.....	4
Saskatchewan	1	2	135	5	.....	.....	143
Manitoba	1	1	.....	1	.....	.....	3
British Columbia	.....	.....	5	.....	.....	.....	5
P. E. Island	.....	.....	1	.....	.....	.....	1
Total	3	25	308	101	18	82	537

It is fitting that at this point a brief statement should be made with regard to the development of these telephone companies.

It will be observed that in three of the Provinces—Manitoba, Alberta and Saskatchewan—the local governments have in some degree taken over telephone interests. In Alberta and Manitoba practically all the separate organizations which at one time existed have been merged under government control. In Saskatchewan the process of absorption in under way; but there remained on June 30, 142 units on an independent footing. The reports received would seem to indicate, however, that many of these were expected to pass into the hands of the province during the current year.

Telephone plants were operated by 25 municipalities, 21 of which were in Ontario, two in Saskatchewan, and one each in Alberta and Manitoba.

Companies having a joint stock organization numbered 321. A very large majority of them are classified as 'rural'. The capitalization of these rural companies is relatively small in each case. Such companies have had their development within practically the past ten years, and the reports which have come before me show that they are multiplying and expanding with marked rapidity. They invariably have a simple and inexpensive organization. They have been equipped at the lowest possible cost. They represent the so-called 'party lines,' which is a term employed to distinguish those lines of wire to which are attached two or more telephones from the metallic circuits which serve a single subscriber.

Co-operative, partnership and private lines, of which 183 made returns, are a mere variation of the rural telephone system. In the case of a co-operative company, a certain number of individuals have banded themselves together to construct and operate a line for their own use. They contribute the labour, and pay an equal share of the cost of equipment. They do not issue any capital stock, and at the end of the year the operating charges are distributed among the whole number of owners. Partnership companies are those in which two, three or more persons join to erect and operate a telephone system as an invest-

ment. Private lines are usually owned by individuals or commercial concerns, to which a limited number of subscribers are attached; although there are instances in which expansion in that way has assumed comparatively large proportions.

It is not the province of the statistician to comment upon the social aspect of the rural telephone development, especially in the prairie districts of the west, nor to discuss the commercial advantages which have accrued; but it is obviously important in both regards.

CAPITAL AND COST.

The capital liability reported amounted to $40,043,982.29, divided as follows:—

Stocks	$ 21,527,374 55
Funded debt	18,516,607 74
Total	$ 40,043,982 29

The foregoing capitalization was distributed by provinces as follows:—

Province.	Stocks.	Funded Debt.	Total.
	$ cts.	$ cts.	$ cts.
Ontario	1,202,240 20	553,388 16	1,755,628 36
Quebec	13,542,964 00	5,438,666 37	18,981,630 37
New Brunswick	1,210,156 00	103,625 00	1,313,781 00
Nova Scotia	2,597,380 00	.....	2,597,380 00
Alberta	94,800 00	2,338,001 84	2,432,801 84
Saskatchewan	266,585 00	1,692,926 37	1,959,511 37
Manitoba	.....	8,315,000 00	8,315,000 00
British Columbia	2,513,249 35	10,000 00	2,523,249 35
P. E. Island	100,000 00	65,000 00	165,000 00
Total	21,527,374 55	18,516,607 74	40,043,982 29

It will be observed that the highest capitalization in any province arises in Quebec. Ontario, although a large user of telephones, takes a relatively low place. This is because the operations of the Bell Telephone Company, with headquarters in Montreal, extend over these two provinces; but the capital liability appears entirely in the Quebec column.

With 302,759 telephones in use, the capital liability reported was equal to $132.26 per telephone.

The cost of telephone plant and property in the Dominion, as far as could be definitely ascertained, was $34,737,529.95, which is considerably below the capitalization. This difference is more than accounted for, however, in the return made by the Manitoba Government, which was confined chiefly to a statement of the bonds outstanding. In taking over the various telephone systems in that province, Government seems not to have obtained a record of the cost to the primary owners.

Since the cost of the property of the Bell Telephone Company appears in the Quebec column, for reasons already stated, it is obvious that the $2,282,058.67 in the Ontario column is the cost assignable to rural and municipal systems in that province.

EARNINGS AND OPERATING EXPENSES.

Considerable difficulty was experienced in obtaining from rural companies a statement of revenue and operating expenses, and the information under those heads is not quite complete. The requirements of the Departmental schedule were neither complicated nor elaborate; yet they were in many instances misunderstood. As far as possible these omissions were adjusted by supplementary returns, and it is believed that little difficulty will be experienced hereafter in this regard.

The gross earnings reported amounted to $10,068,220.03, and the operating expenses to $6,979,045.06. The ratio of operating expenses to gross earnings was 69·32. The net earnings, or the immediate difference between gross income and expenditure for operation—without taking account of proper deductions for intersest on bond liability, taxes, etc.—aggregated $3,089,174.97.

It is proposed to draw up a balance sheet for the current year, so simple in character that secretaries of the smaller companies, although unskilled in accounting methods, will not be confused by it. In dealing for the first time with the accounts submitted to the Department, it was not possible to work out a statement which would accurately show the balance available from the year's operations for dividends and betterments.

The earnings and operating expenses of reporting companies are given in a table subjoined to this introductory analysis. On account of the lack of uniformity in making the returns, it is deemed expedient to publish only the totals for 1911. It will be seen, on referring to the table indicated, that rural and municipal systems were operated at a relatively low cost.

The gross earnings were equal to $33.25 per telephone, or $14.64 per mile of wire.

The operating expenses were equal to $23.05 per telephone, or $10.15 per mile of wire.

Earnings and operating expenses were distributed among the provinces as follows:—

Province.	Earnings.	Operating Expenses.
	$ cts.	$ cts.
Ontario	473,992 88	219,102 22
Quebec	6,127,055 81	4,136,083 27
New Brunswick	318,992 01	195,155 89
Nova Scotia	415,154 34	313,854 35
Alberta	439,846 10	250,707 48
Saskatchewan	279,559 29	162,348 34
Manitoba	1,123,446 62	1,032,034 36
British Columbia	856,570 72	643,438 34
P. E. Island	33,602 26	26,320 81
Total	10,068,220 03	6,979,045 06

It was found impracticable to make a fair analysis of earnings and operating expenses by companies. The rural systems, for example, are not conducted on a uniform basis. In some instances the method adopted was to assess each

member of the organization his proportion of the operating cost for the year, and thus produce a balancing of accounts.

In others, a definite charge for telephone service was made, and the balance as between income and outgo was passed to the credit of the country. In still a considerable number of other cases, the plan followed was to build and equip the line, and pass over the work of operation to one of the major companies. For this operating service a specified charge per subscriber was imposed. The situation was increasingly complicated by the fact that in further instances the local company rented a certain wire mileage from one of the major systems, installed its own telephones, conducted its own central office, and paid for the cost of operating by charging a specific sum to each member. This aspect of the matter will be dealt with further under the head of tariffs and tolls.

EQUIPMENT.

The equipemnt of telephone companies in 1911 was represented in 687,728.50 miles of wire and 302,759 telephones.

The mileage of wire was divided as follows:—Urban 576,712.75, and rural 111,015.75.

By provinces the mileage of wire was distributed as follows:—

Province.	Urban.	Rural.	Total.
	Miles.	Miles.	Miles.
Ontario	9,563·25	29,098·00	38,661·25
Quebec	458,166·00	17,781·25	475,947·25
New Brunswick	13,725·50	7,107·00	20,832·50
Nova Scotia	1,155·50	22,718·25	23,873·75
Alberta	20,165·50	151·00	20,316·50
Saskatchewan	18,122·00	9,253·25	27,375·25
Manitoba	22·00	18,593·00	18,615·00
British Columbia	54,793·00	5,064·00	59,857·00
P. E. Island	1,000·00	1,250·00	2,250·00
Total	576,712·75	111,015·75	687,728·50

Two explanations would seem to be necessary: First, the wire mileage credited to Quebec is the mileage of the Bell Telephone system, which extends to all the leading centres of Ontario. Second, the return of the Manitoba Government did not make any distinction between urban and rural mileage, and the total was classified as rural. It is confidently expected that a proper adjustment will be made for the current year.

The urban and rural wire mileage was divided into classes in the following way:—

	Urban.	Rural.
	Miles.	Miles.
Galvanized	140,734·00	82,847·75
Copper	1,926·75	16,334·25
Cable—overhead	192,058·00	6,507·25
" underground	240,118·00	5,182·00
" submarine	1,867·00	45·00

The long distance wire mileage reported was 94,750.50, distributed among the various Provinces as follows:—

Ontario	1,632.00
Quebec	61,086.00
New Brunswick	6,374.00
Nova Scotia	6,055.00
Alberta	6,700.00
Saskatchewan	5,013.50
Manitoba	5,926.00
British Columbia	1,314.00
Prince Edward Island	650.00
Total long distance	94,750.50

The only form of assistance given to telephone companies, of which definite information could be ascertained, had reference to equipment. The Government of Saskatchewan, under an Act passed in June, 1908, undertook to provide the poles for rural systems.

As has been indicated, the number of telephones in use totalled 302,759. Of these, 174,994 were operated by central energy, and 127,765 by magneto. Central energy telephones are those which are popularly described as automatic. The mere removal of the receiver from it's hook warns Central. The magneto instruments are operated by the turning of a little handle at the right side, and these are the telephones which are invariably used in rural and small communities In the light of this brief explanation, the following statement with respect to the number of telephones in use on June 30 last will be understood:—

Province.	Central Energy.	Magneto.	Total.
Ontario	2,265	37,368	39,633
Quebec	133,435	24,565	158,000
New Brunswick	6,547	4,541	11,088
Nova Scotia	7,579	4,630	12,209
Alberta	6,983	7,441	14,424
Saskatchewan	386	8,666	9,052
Manitoba	.....	33,881	33,881
British Columbia	17,799	5,662	23,461
P. E. Island	.....	1,011	1,011
Total	174,994	127,765	302,759

It should be understood that the figures relating to Manitoba were not divided in the report of the Provincial Government, and had to be placed in one column or the other. They were put under the head of 'magneto' simply because the wire mileage had been classified as rural, for the reason indicated in a preceeding paragraph.

EMPLOYEES.

The total number of employees reported was 10,425, to whom was paid $915,636.14. This amount was equal to 13·1 per cent of the operating expenses, which would seem to indicate that the proportion of labour involved in the cost of operating a telephone system is relatively low. It must be remembered, however, that a majority of the rural organizations do not employ either operators or

repairers. The connections are usually made by some person who receives therefor the free use of a telephone, and repairs are made by one or more men temporarily engaged for that purpose.

The number of employees and the wages bill were divided among the provinces as follows:—

Province.	Number.	Remuneration.
		$ cts.
Ontario	729	168,532 38
Quebec	7,443	312,835 95
New Brunswick	303	105,030 05
Nova Scotia	315	86,888 80
Alberta	46	21,526 35
Saskatchewan	115	12,061 18
Manitoba	655	200,869 50
British Columbia	819	7,891 93
Total	10,425	915,636 14

The reports from Prince Edward Island and the Government of Saskatchewan did not give any information with respect to employees, which was clearly an omission. The situation with respect to Ontario and Quebec must be interpreted in the light of what has been said in relation to the Bell Telephone Company.

TARIFFS, TOLLS AND RENTALS.

Every effort was made to gather data which it was hoped would enable an analysis to be made of tariffs and tolls throughout the Dominion; but the information received could not possibly be classified. It was not found practicable to establish even a maximum and minimum charge, by Provinces, for the use of a telephone. The variations and qualifying conditions were too great. In this situation it was felt that, if a fair and intelligible classification could not be made of the various tolls and rentals reported, it would be well not to attempt the task. Whether or not the details which are on hand can be analyzed in such a way as to form a part of next year's report remains to be seen. Certainly they cannot be put into effective shape for the purposes of this report. This is disappointing; but it is quite unavoidable under the circumstances bearing upon this primary report.

CONCLUSIONS.

That returns were received from 537 distinct telephone organizations must be regarded as encouraging, in view of the many obstacles which had to be overcome in gathering data for this first report. The notice to reporting officers was insufficient, and there was not time enough for the carrying on of complete explanatory correspondence. The work done, however, has been educational in character, and has undoubtedly paved the way for smoothness and a larger measure of success in future.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire * Urban. Single Wire. Galvanized.	Equipment-wire * Urban. Single Wire. Copper.
Quebec.	*Quebec.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Arundel Tel. Co.	Arundel	1,650 00	600 00	700 00	685 00	321 25		
Bell Tel. Co. of Canada, Ltd	Montreal	12,500,000 00	4,899,000 00	21,251,370 03	5,968,932 85	4,023,262 97	99,570	
Beauce Tel. Co.	Beauceville	1,000 00	10,000 00	68,672 00	13,168 00	9,498 00		
Canadian Tel. Co.	Sawyerville	10,000 00	2,000 00	25,000 00	10,984 76	8,051 21		
Charlevoix and Saguenay Tel. Co.	Murray Bay	40,000 00	17,500 00	58,350 00	7,669 56	3,707 37	170	110
Chateau Richer Tel. Co.	Chateau Richer				75 00	25 00		
East Wakefield Tel. Co.	Poltimore	2,500 00		2,500 00	558 00	108 50		
Federal Tel. Co., Ltd.	Montreal	28,185 00			269 62	28 18		
Farmer's Tel. Syndicate	Bedford	704 00		704 00				
Graham, E. J., Tel. Co.	Buckingham							
Geneva Rural Tel. Asso.	Geneva			700 00		75 00		
Kamouraska Tel. Co.	Fraserville	141,250 00	89,500 00	198,403 37	18,769 58	12,478 14		
Mount Royal Tel. Co.	Montreal			19,000 00	1,980 00	1,874 00	21½	
Merchant's Tel. Co. of Montreal	Montreal	61,100 00	175,001 57	235,700 00	22,235 00	24,354 50	800	
Megantic People's Tel. Co.	Rectory Hill			30,000 00	3,480 00	2,132 50		
National Tel. Co.	Levis	609,400 00	118,839 00	616,504 51	41,500 00	22,933 50	3,416	854
Picottes, Rev. G. A., Private line	Berthier			845 00	166 00	31 00		
Peoples' Tel. Co.	Sherbrooke	41,000 00	42,000 00	102,000 00	19,500 00	15,690 00		
Petite Nation Tel. Co.	Cheneville	2,725 00	1,225 80	3,413 05	855 80	683 21	4	
Portneuf Tel. Co.	Saint Casimir			51,396 88				
St. Philemon Tel. Co.	Berthier	1,050 00		4,000 00	835 53	303 92		
St. Madeleine Tel. Co.	St. Madeleine			172 00		117 00		
St. Gabriel Electric Co.	St. Gabriel de Brandon			200 00	500 00	230 00	10	
Saguenay and Quebec Tel. Co.	Chicoutimi	99,400 00	83,000 00	132,591 07	9,917 24	6,225 47	332	184
St. Ours Tel. Co., Ltd.	St. Ours			2,700 00	725 00	804 00	10	
St. Hugues Tel. Syndicate	St Hugues			210 00	374 12	132 00	4	
St. Laurent Tel. Co.	St. Francois du Lac			9,000 00	1,750 00	1,565 00	110	
Tipping Private Line Tel. Co.	Clarenceville			5,175 00	775 00	625 00	3	

Valcourt Tel. Co.	Valcourt	.....	.....	3,000 00	362 75	123 55	.....	.....
Vale Perkins and Mansonville Private Line	Vale Perkins	.....	.....	340 00	50 00	25 00	.....	.....
Wright and Pontiac Tel. Co.	Heyworth	.....	.....	2,582 08	254 00	100 00	.....	.....
Wakefield and Masham Tel. Co.	Wakefield	3,000 00	.....	3,000 00	683 00	578 00	.....	.....
Total		13,542,964	5,438,666,37	22,828,228,99	6,127,055.81	4,136,083,27	104,450½	1,148

* Continued on page 16

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *Continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
Quebec		miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Arundel Tel. Co.	Arundel				20						30	2	225 00
Bell Tel. Co. of Canada, Ltd	Montreal	108,855	216,343	1,780						132,144	46,399	7,057	252,953 63
Beauce Tel. Co.	Beauceville	21,365			556	70					650	29	8,000 00
Canadian Tel. Co.	Sawyerville				325		25				641	16	6,394 85
Charlevoix and Saguenay Tel. Co.	Murray Bay	300		5							360	16	2,290 00
Chateau Richer Tel. Co.	Chateau Richer				2½						12		
East Wakefield Tel. Co.	Poltimore				60						35	2	90 00
Federal Tel. Co., Ltd.	Montreal												
Farmer's Tel. Syndicate	Bedford				24						24		
Graham, E. J., Tel. Co.	Buckingham				3						7	1	20 00
Geneva Rural Tel. Asso.	Geneva				6¼						12		
Kamouraska Tel. Co.	Fraserville				4,850						1,300	68	
Mount Royal Tel. Co.	Montreal	30½			78½						136	3	1,324 00
Merchant's Tel. Co. of Montreal	Montreal	3,083									898	45	18,998 00
Megantic People's Tel. Co.	Rectory Hill				520						280	4	1,600 00
National Tel. Co.	Levis	600	75							350	1,867	120	15,000 00
Picottes, Rev. G. A., Private Line	Berthier				12						7		
People's Tel. Co.	Sherbrooke				10,000		6			400	900	24	
Petite Nation Tel. Co.	Chenevville				66						54	12	452 47
Portneuf Tel. Co.	Saint Casimir				200						428		
St. Philemon Tel. Co.	Berthier				54						45		
St. Madeline Tel. Co.	St. Madeleine										9		
St. Gabriel Electric Co.	St. Gabriel de Brandon				30						29		

Saguenay and Quebec Tel. Co.	Chicoutimi	128			469	180				541	16	25	4,685 00
St. Ours Tel. Co., Ltd.	St. Ours				15						33	3	215 00
St. Hughes Tel. Syndicate	St. Hughes				24						14		
St. Laurent Tel. Co.	St. Francois du Lac	3			70							8	
Tipping Private Line Tel. Co.	Clarenceville				12						250		
Valcourt Tel. Co.	Valcourt				20						30	5	
Vale Perkins and Mansonville, Private Line	Vale Perkins				6						5		
Wright and Pontiac Tel. Co	Heyworth				30						31		
Wakefield and Masham Tel. Co.	Wakefield				40	2	5				66	3	588 00
Total		134,364½	217,418	1,785	17,493¼	252	36			133,435	24,565	7,443	312,835 95

* Continued from page 14

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire	
							Urban. *	
							Single Wire.	
							Galvanized.	Copper.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Ayr Rural Tel. Co. Ltd	Ayr	5,700 00		5,495 33	1,529 63	562 61		
Alnwick Rural Tel. Co. Ltd	Roseneath	1,350 00		15	85 00	121 00		
Admaston Rural Tel. Association	Admaston Station	496,15		838 05				
Ashgrove Rural Tel. Co	Ashgrove	370 00			11 40			
Ahmic Tel. Co. Ltd	Ahmic Harbour	21,690 00	2,800 00	9,181 50	1,045 25	352 95		
Amaranth Tel. Asso	Grand Valley	2,028 00		2,275 00	200 00	130 00		
Arkona, Warwick & Adelaide Tel. System	Arkona	5,000 00		250 00	1,400 00	590 00		
Adelaide Tel. System	Kerrwood			6,775 00	950,00	700 00	60	
Aylmer and Mapleton Tel. Co. Ltd	Kingsmill			400 00		15 50		
Addison, Greenbush and Rockspring Tel. Co	Greenbush			150 00	1,600 00	665 00	2	
Apsley Tel. Co	Apsley			15 00	270 00	4,830 00		
Alke Tel. Co	Elmvale			4,500 00	1,198 58	729 04		
Albertville Tel. Asso	Kingsville	550 00		550 00	192 00	47 00		
Alba Tel. Asso	Alba							
Ardtrea Tel. Asso	Orillia			1,530 00	90 00			
Burgessville Tel. Co., Ltd	Woodstock	40,000 00		17,759 55	6,084 00	3,551 00		
Bethesda and Stouffville Tel. Co., Ltd	Stouffville	14,025 00	11,900 00	34,461 65	5,431 72	3,973 60	100	
Bethesda Mutual Tel. Co	Bowmanville	540 00		540 00	66 30	66 30		
Bailey, N. G., Tel. Co	Rosemont			1,000 00	207 00			
Bolton Tel. Co., Ltd	Bolton	10,725 00	1,821 00	30,381 97	9,405 45	8,140 60	12	
Bathurst and Drummond Tel. Co	Hopetown	1,000 00	125 00	760 00	315 00	70 00		
Bousfield Private Line	Milton			100 00				
Beatty's, Dr. A. C., Telephone System	Garden Hill			5,500 00	20 00			
Brigden Rural Tel. Co	Brigden			16,385 71	4,251 08	1,264 97	5	1
Beeton Tel. Co	Beeton	36,000 00		50,000 00	6,213 90			
Boynton, Dr., Tel. System	Pefferlaw			650 00	450 00	117 00		
Ben Allen Tel. Co	Owen Sound			300 00		8 00		
Bowman Tel. Co	Elmwood				170 00		1	

Bonds Corner's Tel. Asso.	Woodstock					10 10		
Bognor Tel. Co.	Bognor			191 00	20 45			
Brougham and Grattan Tel. Co., Ltd.	Dacre	2,100 00		2,100 00	147 00	38 20		
Brigham Robt. Private Line	Allan Park			50 00	170 00			
Belmont Tel. Co-oper. Asso.	Belmont	2,400 00		250 00	1,598 69	429 50		
Boyd's, Robt., Rural Tel. Co.	South Mountain				600 00	126 00		
Berwicks, Dr., Tel. Line	Grand Valley			900 00	113 00	50 00		
Blythe Tel. Co.	Blythe			23,590 00	3,515 40	459 09		
Byron Tel. Co.	Pond Mills	15,000 00		16,000 00	2,530 82	1,601 37		
Bethel Rural Tel. Asso.	Dundalk	375 00		375 00	80 00			
Blanchard, Dr., Private Line	Cannington			350 00	30 00	7 00		
Bascom and McClintocks Private Line	Uxbridge			2,000 00	300 00			
Barton and Binbrook Tel. Co., Ltd.	Hamilton	7,540 00	1,500 00	8,996 00	1,910 00	381 00		
Blenheim and South Kent Tel. Co., Ltd.	Blenheim	15,330 00	9,700 00	28,800 00	5,450 00	2,210 00	68	
Burnt River Tel. Co., Ltd.	Burnt River				370 00	75 00		
Brussels, Morris and Grey Tel. Co.	Brussels		43,163 00	34,000 00	7,627 50	1,309 53	30	
Barrie-Angus Tel. Co.	Barrie			1,000 00	150 00			
Byron Tel. Co., Ltd.	Pond Mills	9,840 00		9,000 00	2,530 82	1,016 75		
Bracebridge and Muskoka Lakes Tel. Co., Ltd.	Bracebridge	8,400 00		15,168 90	3,427 03	1,559 64		
Brodie, Dr. R., Tel. Co.	Claremont			150 00	20 00	14 00		
Brooke Municipal System	Alvinston							
Crediton Tel. Asso.	Crediton			6,000 00	800 00	300 00		
Colchester North Tel. System	Essex		6,600 00	6,600 00	126 10	660 75		
Crews Private Line	Trenton			300 00				
Campbell, Wm. & Sons Tel. Asso.	Duntroon			2,663 81	230 00			
Carlsruh Tel. Co.	Carlsruh	250 00		187 00	37 15	20 30		
Cambray Tel. Union	Cambray			2,775 00	266 95			
Coe Hill Tel. Co.	Coe Hill	6,000 00						
Camden Independent Tel. Co., Ltd.	Newburgh	2,450 00	1,000 00	4,000 00	800 00	270 00		
Centre Thorah Tel. Asso.	Beaverton			311 00				
Chatsworth Rural Tel. Co.	Chatsworth	2,231 25		2,231 71	610 38	238 69	1	
Coldstream Tel. System	Coldstream			100 00	1,028 00	184 60	7	
Coulson Jarratt Tel. Co.	Coulson			1,145 00	25 00	18 00		
City View and Merivale Tel. Asso.	City View			800 00	390 00	370 00		
Consolidated Tel. Co., Ltd.	Caledon	25,000 00	9,274 30	30,570 80	2,719 84	2,440 82	6	
Chinquaconsy Tel. System	Snelgrove		30,000 00	30,000 00	5,171 00	1,800 00		
Central Dufferin Tel. Asso.	Colbeck	1,170 00		1,170 00	242 96	162 59		
Cherrier, Adelard, Tel. Co.	Chelmsford			4,300 00	763 00	475 00	10	
Chamberlain Private Tel. Co.	Wheatley			6,000 00	1,800 00			
Colborne Tel. System	Benmiller			5,500 00	100 00	220 00		
Cadman and Milling Private Line	Napanee							
Conn. Tel. Co., Ltd.	Egerton	1,680 00		1,800 00	304 36	105 62		
Caradoc-Ekfrid Tel. Co. Ltd.	Melbourne	10,000 00		14,300 00	8,723 88	1,901 57		
Coulson Tel. Co.	Newcastle			4,000 00				
Champlain Point Tel. Co.	Orillia			100 00				
Dereham Tel. Co.	Brownsville	9,300 00		9,300 00	2,453 31	1,261 97		
Dobson, Alex., Tel. Co.	Beaverton			800 00	75 00			
Durham Union Tel. Co.	Orono			8,105 00	700 00	1,100 00		
Davidson's Private Line	Nanticoke			250 00	31 00	1 50		
Dresden Rural Tel. System	Dresden			15,355 83	3,375 00	1,846 50		
Dunwich and Dutton Tel. Asso., Ltd.	Dutton	2,945 00		3,445 00	941 45	540 05		

*Continued on page 27.

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire *	
							Urban	
							Single Wire.	
							Galvanized.	Copper.
	Ontario—Continued	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Davis Stock Farm Private Line	Woodstock			350 00	55 00			
Desboro Tel. Asso	Desboro	900 00		1,000 00	68 00	10 00		
Dunsford Tel., Light and Power Co-oper. Asso	Dunsford	4,800 00	1,000 00		835 00	318 78		
Drummond Centre Tel. Asso	Drummond			1,275 00				
Dunsville Consolidated Tel. Co., Ltd	Dunsville	70,000 00	24,000 00	102,000 00	14,631 68	8,506 00	205	
Derby Tel. Asso	Squire		1,142 00		610 85	91 25		
Desgroseliers Tel. System	St. Charles			3,000 00		280 00		
Dover Municipal Tel. Asso	Bear Line			12 76				
Delhi, Thornbury and Clarksburg Tel. Co	Camperdown	365 00				59 00		
Edgar Tel. System	Bowling Green			3,375 00	775 00	70 00	¾	
Eganville and Buderell Tel. Asso	Cormac			1,100 00	85 00	19 25		
Erie Tel. Co., Ltd	Selkirk	24,000 00	16,000 00	61,700 00	16,087 66	6,322 49	125	
East Grey Tel. Co., Ltd	Markdale	6,190 00		900 00	51 00	30 81	½	½
Elgin-Chaffey's Lock Tel. Co	Chaffey's Lock	800 00	75 00	800 00		27 80		
Edville and Dundonald Tel. Co	Colborne			3,376 69	821 90	624 00		
Enterprise Tel. Asso	Steelton			350 00				
Ernestown Rural Tel. Co., Ltd	Odessa	6,700 00	4,000 00	11,400 00	2,743 60	1,018 67	6	
Ernst, J. P., Tel. Line	New Hamburg			13,390 00	2,844 50	1,357 00		
Elk Lake Telegraph and Tel. Co	Elk Lake			5,777 00	7,065 48	5,427 00	10½	
East Middlesex Tel. Co	Thorndale	23,130 00			2,090 07	782 22	2	
Excelsior Tel. Asso	Sweaburg			649 40	77 80	70 00		
East Luther Tel. Co., Ltd	Wesley	1,800 00		2,100 00	640 00	364 00	10	
Fourteenth of Brant Tel. Co	Chesley			310 00				
Fingal Tel. Co	Fingal			200 00	1,050 00	414 00		
Fretts and Brisco Private Tel. Line	Napanee			282 80	8 00	8 25		
Falkirk Tel. Co., Ltd	Falkirk	5,000 00	5,000 00	7,550 00	24 00	832 00	8	
Fort William, Corporation of the City	Fort William	199,000 00		171,635 91	31,774 06			
Fraser Tel. Co	Woodstock	403 00			68 04	68 00		

Fielding, F. C. Tel. Co	Coboconk				48 50	29 60		
Fenella Rural Tel. Co., Ltd	Fenella	600 00		2,268 50	50 00	24 00		
Gillies Hill Tel. Asso	Chesley			313 00				
Goderich Township Municipal Tel. System	Porter's Hill	5,600 00			195 00			
Gillies, Wm., Tel. Co	Tobermory			3,000 00	485 00	100 00		
Gore Mutual Tel. Asso	Harrow			225 27		19 00		
Glengarry Tel. Co-operative Asso	Lochiel	5,000 00		7,500 00	900 00	515 00		
Gould, D., Private Line	Fenlon Falls			1,190 00	230 00	35 28	½	
Gosfield North Municipal Tel. System	Cottam			9,305 00	1,782 38	860 00		
Gloucester Tel. Asso	Carlsbad Spring	200 00						
Greenwood, Dr. A. B., Tel. Co	Sutton West			300 00	128 00	9 60		
Greenwood Tel. Asso	Steelton			350 00				
Halliday M. A. Tel. Co	Chesley			500 00				
Halton Tel. Co	Hornby	6,200 00		9,500 00	2,080 00	635 00		
Heckston Rural Tel. Co	Heckston	3,000 00		216 00	945 00	402 30		
Hopetown Tel. Asso	Hopetown	1,600 00	525 00	3,300 00	425 00	97 00		
Hyndman's Private Line	Exeter			2,500 00	504 00	155 90		
Hastings Tel. Co	Poucher's Mills			8,700 00	1,320 00	671 50		
Hazeldean Tel. Co., Ltd	Hazeldean			10,300 00		1,003 65		
Henderson's, Dr., Private Tel. Line	Cannington			600 00	95 00	15 00		
Harrietsville Tel. Asso., Ltd	Harrietsville	10,050 00		9,500 00	4,200 46	2,151 64		
Haydon Tel. Co	Enniskillen			180 00				
Horton McNab Tel. Co	Lochwinnoch	2,500 00		1,695 00	313 45	206 65		
Haldimand Rural Tel. Co	The Gully	2,180 00		4,000 00		279 90		
Harwood Rural Tel. Co	Harwood	670 00		920 00	38 00	26 40		
Hamilton Rural Tel. Co	Coldsprings	9,090 00			1,000 00	412 00		
Highland Tel. Co., Ltd	Black Bank	1,625 00	654 24	3,100 00	792 45	525 37		
Houghton, Bayham & Tilsonburg Tel. Asso	Kinglake				302 00	131 00		
Herics, V., Line	St. Clements			1,800 00	355 00			
H. and J. Tel. Co. (Hilton and Jocelyn)	Carterton	429 00		1,000 00	86 00	50 00		
Hartman, C. W., Private Line	Clarksburg							
Houghton and South Walsingham Tel. Co	Port Rowan	800 00		350 00				
Huron and Kinloss Municipal Tel. System	Ripley			25,000 00		8,353 28		
Inwood Rural Tel. Co	Inwood		6,100 00	11,000 00	3,050 00	551 00	16	
Innisfil Tel. Asso	Lefroy			1,200 00	70 50	57 20		
Ingersoll Tel. Co., Ltd	Ingersoll	36,000 00	30,600 00	80,000 00	15,620 00	4,911 30	200	2
Ingleside Tel. Asso	Woodstock			350 00	46 30	41 20		
Innerkip Rural Tel. Co., Ltd	Innerkip	18,240 00	950 00	21,972 17	4,000 00	1,642 27		
Johnson and Brandon Tel. Co	Cannington						1	
Kerns and Stenwood Tel. Co	Milberta			96 00				
King Tel. Co. Ltd	King	4,940 00	2,857 00	7,280 00	2,470 00	820 00		
Korah Central Tel. Asso	Sault Ste Marie W			600 00				
King Township Tel. Co	Kettleby	5,500 00		5,500 00	1,540 00	800 00		
Kenora Tel. System of the Corporation of the town of	Kenora			17,452 00	7,901 00	4,786 35	370	
Koshee and Sparrow Lake Tel. Co	Sparrow Lake			300 00	12 00	45 00		
Kitley, Rural Tel. Co. of	Newbliss	8,500 00	4,516 00	7,155 00	1,985 34	463 16		
Kingston Road Rural Tel. Asso	Brookside			300 00				
Lake Simcoe Rural Tel. Co	Beaverton			500 00	15 00			
Leeds and Frontenac Rural Tel. Co., Ltd	Seeley's Bay			15,400 00	3,080 00	1,215 00		
Lanark and Ramsay Tel. Asso	Innisville			1,500 00		31 15		
Lambton Tel. Co., Ltd	Sombra	7,700 00	965 00	8,660 00	1,420 00	710 00	15	

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Ontario—Continued	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	miles	miles
Lake Shore Mutual Tel. System	Kincardine			700 00				
Laird Municipal Tel. Asso	Laird		2,200 00		112 00			
Leamington and Mersea Tel. System	Leamington			5,500 00	2,216 00	1,658 35		
Lansdowne Rural Tel. Co., Ltd	Lansdowne	11,640 00	4,300 00	15,200 00	2,900 00	866 93		
Leeds and Grenville Indep. Tel. Co., Ltd	North Augusta	11,975 00	6,000 00	28,400 00	3,698 63	1,400 00		
Long Lake Rural Tel. Co	Long Lake			5,000 00	506 00	653 00		
Layman's Private Line	Kingsville			3,135 00	1,372 00	115 00		
Leith and Annan Tel. Club	Annan	996 00	300 00		233 35			
Lucknow and Kinloss Tel. Asso	Holyrood	500 00		500 00	50 00			
Lavant-Dalhousie Tel. Co	Lavant Station	1,100 00	410 00	2,005 00	350 00	161 50		
Lanark and Carleton Counties Tel. Co., Ltd	Almonte	5,000 00			22 00			
Lennox Tel. Co., Ltd	Gosport			722 50	380 45			
Lyons' Private Line	Berkeley			525 00				
Mount Forest-Wellington and Grey Tel. Co., Ltd	Mount Forest	2,800 00		3,327 93	890 99	822 46		
McKillop Tel. System	Winthrop					100 00		
Mount Pleasant Tel. Co	Castleton			6,750 00	1,400 00			
McAsh, Dr., Private Line	Tara			500 00	32 97	2 60		
Moscow Rural Tel. Co	Moscow							
Mellows Dr., F. E., Private Line	Saintfield			1,000 00	108 00	28 00		
McEachren Tel. Co	Linwood				592 00	54 00		
Mackechnie Tel. Co	Marmora			500 00		115 00		
Manilla Northern Tel. Co	Manilla	1,400 00		1,585 00				
Maidstone Municipal Tel. Asso	Woodslee		9,558 90	11,741 94	409 00			
Mariposa Tel. Co	Oakwood							
Muskoka Independent Tel. System	Huntsville			550 00		70 00		
Moorsville Tel. Asso	Crediton			1,000 00	360 00	90 00		
McFadden, T. M., Private Line	Pickering			200 00	160 00	32 00		
Mount Carmel and Centralia	Centralia			600 00	85 00	22 00		

Mallorytown Independent Tel. Corporation	Mallorytown		12,900 00	15,507 84	1,250 00	506 25			
Moore, Dr. J. J., Private Line	Brooklin			1,000 00	90 00	9 75			
McPhails, Dr., Private Line	Manilla			700 00		30 00			
Meeks, W. H., Private Line	Port Rowan			75 00		16 80			
Marysburgh Tel. Co.	Milford			11,300 00	1,950 00	540 00			
Mills Tel. Co. of Canada	Thamesford				950 00	954 00	38		
McGregor and Lamb Tel. Co	Milton			125 00					
Mapleshade Tel. Asso	Woodstock								
Macdonald Private Line	Puslinch				462 40	322 00			
Malahide and Bayham Tel. Asso., Ltd	Bayham	2,970 00		250 00	2,350 00	1,908 50			
Mono Mills Independent Tel. Asso	Mono Mills			825 00	340 00	320 00			
Monteith Dempsey Rural Tel. System	Stratford			4,145 38	848 00	342 25			
Molesworth Tel. Co., Ltd	Molesworth	1,000 00	900 00	2,175 00	610 00	191 30			
Mornington and Wellesley Tel. Asso., Ltd	Newton			5,420 00	1,176 00	322 00			
Madawaska Tel. Asso	Burnstown	455 00		530 00	64 30	30 00			
McGillicuddy and Zavitz Tel. Co	Watford			143 00	59 00				
Murray Brighton Tel. Co	Wooler			2,600 00	495 00	120 00			
McKenzie Private Line	Keward	640 00		640 00	100 60	42 00			
McKillop, Logan and Hibbert Tel. Co., Ltd	Gowrie			15,998 74	4,505 16	1,011 05	2		
Minto Rural Tel. Co., Ltd	Cotswold	2,160 00	1,250 00	3,077 69	505 20	386 15			
Metcalfe Rural Tel. Co., Ltd	Metcalfe	8,000 00		7,625 00		181 00			
Noisy River Tel. Co., Ltd	Creemore	3,080 00	600 00	6,048 00	1,158 87	505 12			
Nissouri Tel. Co., Ltd	Lakeside	3,400 00		2,650 00	1,300 00	1,043 00			
New Dundee Tel. Co., Ltd	New Dundee	4,270 00		7,000 78	2,497 50	708 18			
Nelson Tel. Co., Ltd	Milton		8,000 00	13,400 00	3,425 00	1,073 00			
Northcote Farmer's Tel. Co	Northcote	475 00	125 00						
North Easthope Municipal Tel. System	Shakespeare			19,700 00		658 34	9		
Norfolk and Tilsonburg Tel. Asso., Ltd	Mabee				1,204 74				
North Wellington Tel. Co., Ltd	Arthur	10,200 00		8,000 00	1,002 89	587 00			
New California Rural Tel. Asso., Ltd	Kingsville	980 00		980 00		390 00			
North Huron Tel. Co., Ltd	Wingham	9,800 00	4,586 91	18,156 69	3,676 12	2,361 91			
North Wentworth Tel. Co	Ancaster	16,225 00		17,725 00	3,058 00	987 60	7		
Nipissing Private Line	Nipissing			1,500 00	286 00	104 00			
Northfield Tel. Co	Ottawa	830 00		800 00	192 50	60 00	1		
Norfolk County Tel. Co., Ltd	Waterford	43,480 00	11,500 00	66,397 68	13,522 78	9,495 39	53		
North Brant Tel. Asso	Chesley			1,500 00	32 90	45 50			
New Glasgow Tel. Co., Ltd	Aldboro				510 00	30 00			
Niagara District Tel. Co	Jordan Station	16,200 00	5,400 00	23,800 00	5,127 19	2,007 60	2		
Nichols A. E., Tel. System	Fergus			838 45	258 00	150 00			
Oro Tel. Co., Ltd	Shanty Bay	2,415 00		1,915 00	254 90	140 71			
Orr-Stienhoff Tel. Asso	Mickle			181 00					
Oliver Township Tel. Co	Murillo		6,684 65	6,617 00	87 85	470 85			
Oldfields Line	Dundalk			245 00	60 00				
Omemee Tel. Co., Ltd	Omemee	700 00		700 00	210 00	105 00			
Palace Road Mutual Tel. Asso	Napanee			600 00		45 00			
People's Tel. Co	Forest	6,275 00	3,150 00	12,351 11	7,144 19	2,829 19	50	12½	
Parkhill Rural Tel. Asso	Parkhill			4,190 41	991 70	245 00			
Pioneer Tel. Asso	Woodstock			400 00					
Penhurst Tel. Asso	Woodstock			242 84					
Princeton and Drumbo Tel. Co	Princeton	20,000 00	5,000 00	27,915 00	5,484 00	2,109 00			
Porte, W. W. Tel. System	Brighton			4,000 00	900 00	175 00			

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue	Operating Expenses.	Equipment-wire	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Ontario—Continued.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Parkers, Dr., Private Line	Milverton			3,150 00	650 00	410 00		
Paul and Eckert Tel. Co	Sebringville			10,600 00	1,025 00			
Port Arthur Municipal Tel. Co	Port Arthur		141,794 00	144,822 12	25,933 22	15,442 58	360	
Peerless Tel. Asso	Woodstock			155 00				
Plum Hollow and Eloida Tel. Co	Athens	4,000 00	4,000 00		400 00	315 00	3	
People's Mutual Tel. Co., Ltd	Bethel	2,339 00		2,475 00	25 00	48 00		
Port Hope Tel. Co., Ltd	Clarke	6,940 00	4,060 00	13,558 00	2,073 00	752 00		
Pine Grove Tel. Asso	Orillia							
People's Telegraph and Telephone Co., Ltd	Maynooth	13,700 00		17,491 72	1,549 32	1,368 37	25	
Progressive Tel. Co	Sherkston	1,000 00		1,175 00	345 00	124 00		
Progressive Agriculture Tel. Co	Sault Ste. Marie			708 00				
Quinlan, Dr. P. F	Stratford			4,054 00	600 00	135 00		
Queen's Line Tel. Asso	Queen's Line			700 00		40 00		
Romney Tel. System	Wheatley			900 00	216 00			
Rainy River International Tel. Co., Ltd	Rainy River	30,300 00		23,820 66	7,257 40	5,595 00	75	
Rochester Municipal Tel. Asso	Woodslee			10,230 05	691 82	595 75		
Ronald Private Line	Minesing							
Russell, Dr. A. L. Tel. System	Bailieboro			2,150 00	400 00	150 00		
Reid, Norman, Tel. Co	Westmeath			1,000 00				
Stormont Tel. Co	Aultsville	1,800 00			365 00	101 00		
Sandwich South Municipal Tel. System	Maidstone			14,235 00	400 00	850 00		
Sunny Valley Tel. Co	Chatsworth			225 00	10 55			
South Bruce Rural Tel. Co., Ltd	Belmore	7,470 00	3,800 00	4,585 00	932 00	40 00		
Southwald and Dunwich Tel. Asso., Ltd	Iona Station			4,700 00	1,083 00	919 90		
Sandwich West Co-operative Tel. Co	Sutherland							
Salem Tel. Asso	Bowmanville							
Sullivan and Elderslie Tel. Co	Chesley							
Sprague Tel. Co	Mountain View			1,300 00	5,260 00	4,176 00		

St. John's Tel. System	Arva			4,600 00	605 00	310 00		
St. Mary's-Medina Tel. Co., Ltd	Medina	9,000 00	1,600 00	8,159 02	1,249 47	533 11		
South Malahide Tel. Asso	Aylmer	401 00	1,000 00	7,000 00	1,903 00	1,865 38	80	
Scarboro Independent Tel. Co., Ltd	Highland Creek				3,700 00	571 00		
Schomberg Tel. Co., Ltd	Schomberg	19,000 00		36,650 00	2,566 00	360 00	50	
South Line and Micaville Tel. Asso	Allan's Mills			800 00				
South Brant Rural Tel. Co	Walkerton			600 00	150 00	122 00		
South Leeds and Pittsburg Rural Tel. Co	Gananoque	3,920 00	6,000 00		700 00	178 00		
Sangeen Tel. Co	Hanover							
Scratch and Palmer Private Tel. Asso	Kingsville			200 00	56 00	35 00	2	
Salkeld Andrews Tel. Co	Goderich							
South Bayham and Malahide Co-op. Tel. Asso., Ltd	Lakeview	680 00		430 00	168 50	171 64		
Snake River Tel. Asso	Snake River			708 98				
Stratton Tel. Co	Stratton Station			2,675 00	625 00	845 50	2	
Spring Creek Tel. Asso	Woodstock							
St. Clair Tel. System	Courtright			9,375 00	2,385 00	1,426 00	4	
St. Mary's, Kirkton and Exeter Tel. Co	Kirkton	15,762 50	7,000 00	24,800 00	6,260 00	3,832 50		
Sitzer Private Line	Milton			162 00				
Sunderland Tel. Co., Ltd	Sunderland	6,650 00		4,125 00	650 00	512 00	3	
Sutton and North Gwillimbury	Belhaven	2,000 00					1	
Salem Tel. Co	Allenford			1,100 00				
Swale, Cecil, Private Line	Wiarton	600 00		600 00	207 84	121 50	1	
Slate River Valley Municipal Tel. System	Slate River Valley		2,400 00	3,969 69	558 85	357 51		
St. Vincent, township of, local Municipal Tel. System	Meaford			7,000 00		275 00		
Spring Creek Tel. Co	Hepworth			405 00				
South Elderslie Tel. Asso	Chesley			1,400 00				
South Leeds and Pittsburg Rural Tel. Co., Ltd	South Lake	3,500 00	6,000 00					
Thedford, Arkona and East Lambton Tel. Co., Ltd.	Thedford	4,215 00	2,800 00	9,084 00	2,089 98	886 09	6	
Turner, Dr. H. A., Tel. Co	Millbrook			5,662 00	490 00			
Temiskaming Tel. Co	New Liskeard	39,912 00	16,500 00	85,078 36	31,673 64	14,308 49	200	
Thompson Rural Line	Hawkesville			425 00	50 00			
Terra Nova-Lisle Private Line	Terra Nova	100 00						
Tuckersmith Municipal Tel. System	Egmondville		32,197 00	32,197 00	3,978 00	2,656 75		
Thamesville Tel. Co., Ltd	Thamesville			3,981 00	4,138 71	1,941 96	17	
Tarentorus Tel. Co	Sault Ste Marie			1,020 00	110 00			
Todd and Darling Line	Goodwood			1,000 00	50 00	12 00		
Ungers Tel. Line	St. Williams			90 00		21 50		
United Tel. Co., Ltd	Fernhill	35,000 00		30,000 00				
Urban and Rural Tel. Co., Ltd	Bothwell	8,000 00		10,644 41	1,653 30	663 22	6	
Uxbridge and Scott Tel. Co., Ltd	Uxbridge	7,750 00		9,000 00	1,500 00	626 00	2	
Violet Hill Rural Tel. Asso	Violet Hill	650 00		700 00	38 40			
Woodbridge and Vaughan Tel. Co., Ltd	Maple	10,000 00	4,000 00	14,000 00	3,500 00	2,336 00	24	
Woodville Glen Tel. Co	Woodville	350 00		420 00			1	
Wallacetown Lake Shore Tel. Asso	Wallacetown			200 00	1,093 00	550 00	5	
Wellesley Tel. System	Wellesley			10,500 00	2,160 00	686 20	2	
Wheatley Tel. Co., Ltd	Wheatley	11,568 50	3,604 16	16,203 51	3,219 37	1,694 97	2	
Wightman, Robt., Tel. System	Clifford			2,500 00	591 00	285 11		
West Williams Rural Tel. Asso	Lamon			4,527 01	32 50	314 96		
Welland County Tel. Co., Ltd	Bridgeburg	26,575 00	17,500 00	50,505 48	14,674 35	3,980 27	200	
West Flamboro Tel. Co	West Flamboro			500 00				

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Ontario—Continued.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Wroxeter Rural Tel. Co., Ltd	Wroxeter			535 64	2,682 39	798 14	1	
West Garafraxa Tel. Co-op. Asso., Ltd	Belwood	1,693 80			246 03	119 75		
Yarmouth Rural Tel. Co., Ltd	New Sarum			27,000 00	325 00	90 00		
Zorra Tel. Asso., Ltd	Embro	3,400 00		5,800 00	1,294 54	657 47		
Total		1,202,240 20	553,388 16	2,282,058 67	473,992 88	219,102 22	2,508½	16½

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Statement of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Equipment—Wire. *Continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts
Ayr Rural Tel. Co., Ltd.	Ayr				100						102		145 40
Alnwick Rural Tel. Co. Ltd.	Roseneath				20					55		5	110 00
Admaston Rural Tel. Asso.	Admaston Station				22					11			
Ashgrove Rural Tel. Co.	Ashgrove				24					12			
Ahmic Tel. Co., Ltd.	Ahmic Harbour				137						73	1	100 00
Amaranth Tel. Asso.	Grand Valley				40						35	3	65 00
Arkona, Warwick and Adelaide Tel. System	Arkona				60						148	4	550 00
Adelaide Tel. System	Kerrwood										100	7	800 00
Aylmer and Mapleton Tel. Co., Ltd.	Kingsmill				15						36		14 00
Addison, Greenbush and Rockspring Tel. Co.	Greenbush	1			95						160	2	600 00
Apsley Tel. Co., Ltd.	Apsley				40						30	2	30 00
Alke Tel. Co.	Elmvale				82						58	1	156 00
Albertville Tel. Asso.	Kingsville				3						16		
Alba Tel. Asso.	Alba				7½						10		
Ardtrea Tel. Asso.	Orillia										18		
Burgessville Tel. Co., Ltd.	Woodstock				470						462	6	2,400 00
Bethesda and Stouffville Tel. Co., Ltd	Stouffville				230						510	14	4,022 77
Bethesda Mutual Tel. Co.	Bowmanville				6½						12		
Bailey, N. G., Tel. Co.	Rosemont				20						18		
Bolton Tel. Co., Ltd.	Bolton				676						580	5	3,660 72
Bathurst and Drummond Tel. Co.	Hopetown				15						30		50 00
Bousfield Private Line	Milton												

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE.—*continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario.—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Beatty's, Dr. A. C., Telephone System	Garden Hill				42						76		
Brigden Rural Tel. Co	Brigden	1			85						320	13	970 00
Becton Tel. Co	Becton				675							2	900 00
Boynton, Dr., Tel. System	Pefferlaw				50	2					70	1	97 00
Ben Allen Tel. Co	Owen Sound				6						5		
Bowman Tel. Co	Elmwood				10								
Bonds Corner's Tel. Asso	Woodstock				4								
Bognor Tel. Co	Bognor				1½						5		
Brougham and Grattan Tel. Co., Ltd	Dacre				18						7	1	10 00
Brigham	Allan Park				10						17		
Belmont Tel. Co-oper. Asso.	Belmont				70						167	4	662 00
Boyd's, Robt., Rural Tel. Co	South Mountain				25						50		
Berwicks, Dr., Tel. Line	Grand Valley				14						12		
Blythe Tel. Co	Blythe				112¾	2¼					270	12	513 39
Byron Tel. Co	Pond Mills				225						273	11	2,052 23
Bethel Rural Tel. Asso	Dundalk				5						8		
Blanchard, Dr., Private Line	Cannington				9						7		
Bascom and McClintocks Private Line	Uxbridge				36						35		
Barton and Binbrook Tel. Co., Ltd	Hamilton				250					100			
Blenheim and South Kent Tel. Co., Ltd	Blenheim				490						466	8	1,702 00

Burnt River Tel. Co., Ltd.	Burnt River					27						44		
Brussels, Morris and Grey Tel. Co	Brussels		2									675	9	1,790 00
Barrie-Angus Tel. Co	Barrie					12						9		
Byron Tel. Co., Ltd	Pond Mills					115						273	10	2,052 23
Bracebridge and Muskoka Lakes Tel. Co., Ltd	Bracebridge					150					¾	63	4	370 00
Brodie, Dr. R., Tel. Co	Claremont					14						2		
Brooke Municipal Tel. System	Alvinston					33								
Crediton Tel. Asso	Crediton					28						85		
Colchester North Tel. System	Essex					140½						154		275 00
Crews Private Line	Trenton					3						4		
Campbell, Wm. & Sons Tel. Asso	Duntroon					60					45		3	
Carlsruh Tel. Co	Carlsruh					4½						3	1	
Cambray Tel. Union	Cambray					44								
Coe Hill Tel. Co	Coe Hill					34						44		
Camden Independent Tel. Co., Ltd	Newburgh					35						80	2	270 00
Centre Thorah Tel. Asso	Beaverton					7						8		
Chatsworth Rural Tel. Co	Chatsworth					27						30	2	71 89
Coldstream Tel. System	Coldstream					100						130	3	550 00
Coulson Jarratt Tel. Co	Coulson					15		¼				15		
City View and Merivale Tel. Asso	City View					21						19		
Consolidated Tel. Co., Ltd.	Caledon					390						263	11	1,059 10
Chinquacousy Tel. System	Snelgrove					460						412	7	1,980 00
Central Dufferin Tel. Asso	Colbeck					23						19		102 00
Cherrier Adelard Tel. Co	Clemsford		¾			44						50	1	300 00
Chamberlain Private Tel. Co	Wheatley					208						150		
Colborne Tel. System	Benmiller					200	¼					125		
Cadman and Milling Private Line	Napanee					2½						2		
Conn Tel. Co., Ltd	Egerton					30						26	1	39 00
Caradoc Ekfrid Tel. Co., Ltd	Melbourne					520	1					460	14	2,165 03
Coulson Tel. Co	Newcastle					79						100		
Champlain Point Tel. Co	Orillia					1						8		
Dereham Tel. Co	Brownsville					150						212	5	425 00
Dobson, Alex., Tel. Co	Beaverton					26						12		
Durham Union Tel. Co	Orono					134		¼				217	2	420 00
Davidson's Private Line	Nanticoke					8						2		
Dresden Rural Tel. System	Dresden					350					¼	225	3	1,225 00
Dunwich and Dutton Tel. Asso. Ltd	Dutton					150						158	2	970
Davis Stock Farm Private Line	Woodstock					5						10		
Desboro Tel. Asso	Desboro					18								

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario—Con.	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles				$ cts.
Dunsford Tel. Light and Power Co.-oper. Asso.	Dunsford				100						70	2	200 00
Drummond Centre Tel. As.	Drummond										25		
Dunsville Consolidated Tel. Co. Ltd.	Dunsville	150		1/4	800					300	700	15	9,750 00
Derby Tel. Asso.	Squire				33						64	2	170 00
Desgroseliers Tel. System	St. Charles				38								
Dover Municipal Tel. Asso.	Bear Line				14						36		
Delhi, Thornberry and Clarksburg Tel. Co.	Camperdown				3						7		
Edgar Tel. System	Bowling Green				81						162		
Eganville and Buderell Tel. Association	Cormac				25								
Erie Tel. Co. Ltd.	Selkirk	57			700						1,083	12	3,280 00
East Grey Tel. Co. Ltd.	Markdale				20						7		
Elgin—Chaffey's Lock Tel. Co.	Chaffey's Lock				13					4			
Edville and Dundonald Tel. Co.	Colborne				48						65	1	130 00
Enterprise Tel. Asso.	Steelton				5						5		
Ernestown Rural Tel. Co. Ltd.	Odessa	1			136						245	10	840 00
Ernst J. P. Tel. Line	New Hamburg				212	2 1/2					187	2	
Elk Lake Telegraph and Tel. Co.	Elk Lake				74						55	7	4,100 00
East Middlesex Tel. Co.	Thorndale				97						171	5	542.95
Excelsior Tel. Asso.	Sweaburg				16 1/2						14		

East Luther Tel. Co. Ltd.	Wesley				40			115	8	280 00
Fourteenth of Brant Tel. Co	Chesley				4½			10		
Fingal Tel. Co.	Fingal				40			175	4	414 00
Fretts and Brisco Private Tel. Line	Napanee				20					
Falkirk Tel. Co. Ltd.	Falkirk				200			280	5	260 00
Fort William Corporation of the City	Fort William	860	2,461		4		1,686	9	30	
Fraser Tel. Co.	Woodstock				3			12		
Fielding, F. C. Tel. Co.	Coboconk				20			17		
Fanella Rural Tel. Co. Ltd.	Fenella				52		52		1	20 00
Gillies Hill Tel. Asso.	Chesley				6			12		
Goderich Township Municipal Tel. System.	Porter's Hill				121½			112	4	110 00
Gillies Wm., Tel. Co.	Tobermory				80			18		
Gore Mutual Tel. Asso.	Harrow				3			12		
Glengarry Tel. Co-operative Asso.	Lochiel				50			125	1	200 00
Gould, D., Private Line	Fenlon Falls				14			16		
Gosfield North Municipal Tel. System	Cottam				100			206	5	850 00
Gloucester Tel. Asso.	Carlsbad Spring				2½					
Greenwood, Dr. A. B., Tel. Co.	Sutton West				10			16		
Greenwood Tel. Asso.	Steelton				6			7		
Halliday M. A. Tel. Co.	Chesley				12					
Halton Tel. Co.	Hornby				75			132	1	300 00
Heckston Rural Tel. Co.	Heckston				70			66	3	366 00
Hopetown Tel. Asso.	Hopetown				65			45	1	20 00
Hyndman's Private Line	Exeter				15			42		
Hastings Tel. Co.	Poucher's Mills				116			200	4	526 00
Hazeldean Tel. Co., Ltd.	Hazeldean				114			150	3	100 00
Henderson's, Dr., Private Tel. Line	Cannington				15			19		
Harrietsville Tel. Asso., Ltd	Harrietsville				176			353	8	1,670 00
Haydon Tel. Co.	Enniskillen				1½			4		
Horton McNab Tel. Co.	Lochwinnoch			½	56				2	186 65
Haldimand Rural Tel. Co.	The Gully				70			82	2	
Harwood Rural Tel. Co.	Harwood				10					
Hamilton Rural Tel. Co.	Coldsprings				50			140	1	200 00
Highland Tel. Co., Ltd.	Black Bank				60				18	373 50
Houghton, Bayham & Tilsonburg Tel. Asso.	Kinglake				60			93	4	120 00
Heries, V., Line	St. Clements							34		
H. & J. Tel. Co. Hilton and Jocelyn	Carterton				34			26		
Hartman, C.W., Private Line	Clarksburg									
Houghton and South Walsingham Tel. Co.	Port Rowan				36			50		

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Huron and Kinloss Municipal Tel. System	Ripley				700						400		
Inwood Rural Tel. Co.	Inwood	1			250						240	2	416 00
Innisfil Tel. Asso	Lefroy				28						27	1	27 00
Ingersoll Tel. Co., Ltd	Ingersoll	2¾			1,000						1,020	15	5,400 00
Ingleside Tel. Asso	Woodstock				4½						7		
Innerkip Rural Tel.Co., Ltd	Innerkip				100						350	3	1,050 00
Johnson & Brandon Tel. Co.	Cannington				9						5		
Kerne & Stenwood Tel. Co.	Milberta				6						6		
King Tel. Co., Ltd	King	12½			89						186	5	1,075 00
Korah Central Tel. Asso	Sault ste Marie W.				12						10		
King Township Tel. Co.	Kettleby				40						120	7	620 00
Kenora, Tel. System of the Corporation of the town of	Kenora	75									400	6	2,940 00
Koshee & Sparrow Lake Tel Co.	Sparrow Lake				6						4		
Kitley, Rural Tel. Co. of	Newbliss										180		
Kingston Road Rural Tel. Asso.	Brookside				1½						8		
Lake Simcoe Rural Tel. Co.	Beaverton				5						6		
Leeds & Frontenac Rural Tel. Co., Ltd	Seeley's Bay				400						308		
Lanark & Ramsay Tel.Asso	Innisville				17						15		
Lambton Tel. Co., Ltd	Sombra				55						110	5	600 00
Lake Shore Mutual Tel. System	Kincardine				13						37		
Laird Municipal Tel. Asso.	Laird				34						174		

Leamington & Mersea Tel. System	Leamington					75				220		
Lansdowne Rural Tel. Co., Ltd	Lansdowne					275				300	1	685 00
Leeds & Grenville Indep. Tel. Co., Ltd	North Augusta					500				330	4	1,350 00
Long Lake Rural Tel. Co	Long Lake					100				76		140 00
Layman's Private Line	Kingsville					26				101		
Leith & Annan Tel. Club	Annan					40				72	1	10 00
Lucknow & Kinloss Tel. Asso	Holyrood					11				8		
Lavant-Dalhousie Tel. Co	Lavant Station					32				46		
Lanark and Carleton Counties Tel. Co., Ltd	Almonte											
Lennox Tel. Co., Ltd	Gosport										2	102 50
Lyons Private Wire	Berkeley					4				11		
Mount Forest Wellington & Grey Tel. Co., Ltd	Mount Forest					100				38		
McKillop Tel. System	Winthrop					300				220		
Mount Pleasant Tel. Co	Castleton					180	17			232		
McAsh, Dr., Private Line	Tara					8				4		
Moscow Rural Tel. Co	Moscow					39				44		
Mellows, Dr. F. E., Private Line	Saintfield					23				16		
McEachren Tel. Co	Linwood					58				51	2	
Mackechnie Tel. Co	Marmora					9						
Manilla Northern Tel. Co	Manilla					30				48		
Maidstone Municipal Tel. Asso	Woodslee					75				230	2	230 00
Mariposa Tel. Co	Oakwood					62				160		
Muskoka Independent Tel. System	Huntsville					18				9	1	20 00
Moorsville Tel. Asso	Crediton					5				30		
McFadden, T. M., Private Line	Pickering					8				12		
Mount Carmel and Centralia	Centralia					18				12		
Mallorytown Independent Tel. Corporation	Mallorytown		$2\frac{3}{4}$			82				125	2	832 00
Moore, Dr. J. J., Private Line	Brooklin					10				12		
McPhails, Dr., Private Line	Manilla					18				17		
Meeks, W. H., Private Line	Port Rowan					5				5		
Marysburgh Tel. Co	Milford					300				150		
Mills Tel. Co. of Canada	Thamesford									95	2	700 0
McGregor and Lamb Tel. Co	Milton					2				5		
Mapleshade Tel. Asso	Woodstock									5		
Macdonald Private Line	Puslinch						$17\frac{1}{4}$			14	2	
Malahide and Bayham Tel. Asso., Ltd	Bayham					170					16	1,867 00

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Mono Mills Independent Tel Asso.	Mono Mills				113						114	1	250 00
Monteith Dempsey Rural Tel. System	Stratford				71						55		
Molesworth Tel. Co., Ltd.	Molesworth				65						55	2	135 00
Mornington and Wellesley Tel. Asso., Ltd.	Newton				52						96	1	
Madawaska Tel. Asso.	Burnstown				8						21		
McGillicuddy and Zavitz Tel. Co.	Watford				13						11		
Murray Brighton Tel. Co.	Wooler				75						73	3	600 00
McKenzie Private Line	Keward				6½						10		
McKillop, Logan and Hibbert Tel. Co., Ltd.	Gowrie				261						344	12	1,948 00
Minto Rural Tel. Co., Ltd.	Cotswold				99	1¼					71		
Metcalfe Rural Tel. Co., Ltd	Metcalfe				72						129		
Noisy River Tel. Co., Ltd.	Creemore				35						64	3	175 27
Nissouri Tel. Co., Ltd.	Lakeside				70						110	1	250 00
New Dundee Tel. Co., Ltd.	New Dundee				210						150	2	450 00
Nelson Tel. Co., Ltd.	Milton				231						200	4	1,400 00
Northcote Farmer's Tel. Co	Northcote				10						19	1	5 00
North Easthope Municipal Tel. System	Shakespeare				306						301	8	640 09
Norfolk and Tilsonburg Tel. Asso., Ltd.	Mabee				70						200	2	242 00
North Wellington Tel. Co., Ltd.	Arthur				80						82	1	50 00

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Sirgle Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario—Con.	miles	miles	miles	miles	miles	miles	miles	miles				
Russell, Dr. A. L., Tel. System	Bailieboro				50						65	1	100 00
Reid, Norman, Tel. Co.	Westmeath				10					¼			
Stormont Tel. Co	Anitsville				12						25	1	
Sandwich South Municipal Tel. System	Maidstone										222	1	365
Sunny Valley Tel. Co	Chatsworth				6						10		
South Bruce Rural Tel. Co., Ltd	Belmore				102						80	3	76 00
Southwald and Dunwick Tel. Asso., Ltd	Iona Station				100	5					205	5	891 90
Sandwich West Co-op. Tel. Co	Sutherland				66								
Salem Tel. Asso	Bowmanville				3½						5		
Sullivan and Elderslie Tel. Co	Chesley				7						6		
Sprague Tel. Co	Mountain View				850						550	13	2,375 00
St. Jonn's Tel. System	Arva				150						101	2	150 00
St. Mary's-Medina Tel. Co., Ltd	Medina				57						117	4	359 00
South Malahide Tel. Asso.	Aylmer				190						401	4	998 58
Scarboro Independent Tel. Co., Ltd	Highland Creek				120						266	2	
Schomberg Tel. Co., Ltd	Schomberg	¼			250						225	5	540 00
South Line and Micaville Tel. Asso	Allan's Mills				18						12		
South Brant Rural Tel. Co.	Walkerton				12						10		

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Ontario—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Wallacetown Lake Shore Tel. Asso.	Wallacetown				40						175	2	425 00
Wellesley Tel. System	Wellesley				60						170	3	600 00
Wheatley Tel. Co., Ltd	Wheatley				68						300	4	1,239 96
Wightman, Robt., Tel. System	Clifford				26						63	1	50 00
West Williams Rural Tel. Asso.	Lamon				128						121	9	187 66
Welland County Tel. Co., Ltd	Bridgeburg	151			322						689	22	
West Flamboro Tel. Co.	West Flamboro				3¾								
Wroxeter Rural Tel. Co., Ld	Wroxeter				18¼						253	7	672 30
West Garafraxa Tel. Co-op. Asso., Ltd	Belwood				25						37		
Yarmouth Rural Tel. Co., Ltd	New Sarum				34						43		25 00
Zorra Tel. Asso., Ltd	Embro				50						104	3	425 00
Total		2,393¼	4,641	4¼	29,045¼	50	½		2¼	2,265	37,368	729	468,532 38

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c. —*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Nova Scotia.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles	miles
Blandford Tel. Co., Ltd.	Hubbards	3,200 00			311 00	186 42		
Cumberland Rural Tel. Co., Ltd.	Port Howe			2,909 50	191 50	191 00		
Coastal Tel. Co., Ltd.	Bayside	2,000 00		3,350 00				
Carleton Tel. Co., Ltd.	Kemptville	1,500 00		1,350 00	445 98	310 99		
Eastern Tel. Co., Ltd.	Halifax	250,000 00		288,143 37	72,884 49	62,675 13		
East Pictou Tel. Co., Ltd.	Little Harbour				277 60	132 06		
Maitland and Noel Tel. Co., Ltd.	Noel			2,000 00	526 79	235 37		
Maple Leaf Tel. Co., Ltd.	Merigomish	3,680 00		4,147 07	967 19	275 10		
Maritime Telegraph and Telephone Co., Ltd.	Halifax	1,000,000 00			4,100 00			
Nova Scotia Tel. Co., Ltd.	Halifax	1,180,550 00		987,730 84	281,677 58	203,716 33		
New Ross Tel. Co., Ltd.	New Ross	6,000 00		4,000 00	653 98	330 15		
Sandford and Short Beach Rural Tel. Co., Ltd.	Sandford	450 00		490 00	120 00	54 20		
Valley Tel. Co., Ltd.	Halifax	100,000 00		141,177 32	33,806 14	28,130 56		
Yarmouth Amalgamated Tel. Co., Ltd.	Halifax	50,000 00		73,678 41	19,192 09	17,617 04	356	269
Total		2,597,380 00		1,508,976 51	415,154 34	313,854 35	356	269
	New Brunswick.							
Acadia Tel. Co., Ltd.	St. Ignace			200 00	750 00	566 75	12	
Consolidated Tel. Co.	Bath	7,421 00		7,077 00	1,466 07	757 72		
Citizens' Tel. Co., Ltd.	Calais, Maine	3,250 00		4,000 00	1,700 00	1,105 00		
Canterbury and North Lake Tel. Co., Ltd.	North Lake		700 00	2,086 92	446 95	152 50		
Farmers' Tel. Co., Ltd.	Windsor	10,000 00	2,925 00	14,000 00	2,642 00	1,496 25	5	3
Grindlay, R. M., Tel. Co.	Blackville			800 00	225 00	218 00	3	
Grand Manan Tel. Co., Ltd.	Castalia	2,475 00		4,000 00	1,087 35	506 08	90	

* Continued on page 42

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Equipment Wire *	
							Urban.	
							Single Wire.	
							Galvanized	Copper.
	New-Brunswick—Con.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles.	miles.
Morehouse, Blackville Tel. Co., Ltd	Morehouse	2,000 00			80 00	7 00		
Moore Tel. Co	Penniac				250 00	150 00		
New Brunswick Tel. Co., Ltd	St. John	1,175,960 00	100,000 00	1,613,628 03	307,686 49	188,814 07	5,441	4143
St. Martin's Ry. Co	St. John				155 65	107 90		
St. Martin's Tel. Co., Ltd	St. John	3,490 00		3,610 00	1,152 50	725 12	3	
Tracy Tel. Co	Tracy Station	250 00		250 00	40 00	2 00		
West Isles Tel. Co., Ltd	Lord's Cove			1,350 00	410 00	202 50		
York and Carleton Tel. Co., Ltd	Debec Jct	5,310 00		6,060 00	900 00	345 00		
York and Charlotte Tel. Co., Ltd	Harvey Station							
Total		1,210,156 00	103,625 00	1,657,061 95	318,992 01	195,155 89	5,554	4173
	Manitoba.							
Manitoba Government Telephones	Winnipeg		8,250,000 00	941,095 33	1,115,887 79	1,025,728 00		
Pipestone, Municipality of, Tel. System	Virden		65,000 00	61,723 58	7,558 83	6,306 36	3	
Union Farmers' Tel. Co	Neepawa							
Total			8,315,000 00	1,002,818 91	1,123,446 62	1,032,034 36	3	
	Prince Edward Island.							
Tel. Co. of Prince Edward Island	Charlottetown	100,000 00		121,184 01	33,602 26	26,320 81	1,000	

Alberta.								
Edmonton, City of, Tel. Dept	Edmonton		337,401 84	363,713 72	52,024 52	13,445 87	25	
Government Tel. System	Edmonton		2,000,000 00	2,804,513 36	364,145 52	215,394 86	3,450	
Prairie Centre Farmers' Tel. Co., Ltd	Erskine	4,800 00	600 00				3	
Western General Electric Co., Ltd	Red Deer	90,000 00		19,740 17	23,676 06	21,866 75	135	2
Total		94,800 00	2,338,001 84	3,187,967 25	439,846 10	250,707 48	3,613	2
British Columbia.								
British Columbia Tel. Co., Ltd	Vancouver	2,500,000 00			831,213 49	628,773 44	5,000	
Creston Tel. Co	Creston	3,249 35		8,781 00	1,366 20	1,052 80		
Chilliwack Tel. Co., Ltd	Chilliwack		5,000 00	48,714 70	10,843 69	5,011 92	65	21
Okanagan Tel. Co	New Westminster			84,268 55	8,162 74	4,937 18		24
Revelstoke Trent Lake, and Big Bend Tel. Co., Ltd	Revelstoke	10,000 00	5,000 00	26,000 00	4,984 60	3,663 00	133	42
Total		2,513,249 35	10,000 00	167,764 25	856,570 72	643,438 34	5,198	68

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Nova Scotia.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.				$ cts.
Blandford Tel. Co., Ltd....	Hubbards				18								
Cumberland Rural Tel. Co. Ltd.	Port Howe				120						60		98 00
Coastal Tel. Co., Ltd.	Bayside				75						20		
Carleton Tel. Co., Ltd.	Kemptville				55						5	14	155 00
Eastern Tel. Co., Ltd.	Halifax				1,285	719	1,168¾	436¼	4	1,442	573	54	18,520 00
East Pictou Tel. Co., Ltd.	Little Harbour				22						27		
Maitland and Noel Tel. Co., Ltd.	Noel				40						22	22	130 37
Maple Leaf Tel. Co., Ltd.	Merigonish				70						70	4	175 00
Maritime Telegraph and Telephone Co., Ltd.	Halifax												
Nova Scotia Tel. Co., Ltd.	Halifax				3,360	4,190	4,469½	4,716¾	12	6,137	1,922	180	55,060 43
New Ross Tel. Co., Ltd.	New Ross				63½						32	2	130 00
Sandford and Short Beach Rural Tel. Co., Ltd.	Sandford				10						6		
Valley Tel. Co., Ltd.	Halifax				1,110	342	502½	29			1,253	25	7,940 00
Yarmouth Amalgamated Tel. Co., Ltd.	Halifax	327½	192	2							640	14	4,680 00
Total		327½	192	2	6,128½	5,251	6,140¾	5,182	16	7,579	4,630	315	86,888 80
	New Brunswick.												
Acadia Tel. Co., Ltd.	St. Ignace				108						42	7	360 00
Consolidated Tel. Co.	Bath				200						192	2	300 00
Citizens' Tel. Co., Ltd.	Calais, Maine	7								100			

Canterbury and North Lake Tel. Co., Ltd.	North Lake				24						33	2	120 00
Farmers' Tel. Co., Ltd.	Windsor				140						192	6	1,155 00
Grindlay, R. M., Tel. Co.	Blackville				7						14	2	170 00
Grand Manan Tel. Co., Ltd.	Castalia										60	4	443 71
Morehouse Blackville Tel. Co., Ltd.	Morehouse				11								
Moore Tel. Co.	Penniac				60						20		
New Brunswick Tel. Co., Ltd.	St. John	4,128¾	3,618		2,819¼	3,505			4	6,447	3,867	279	102,466 34
St. Martin's Ry. Co.	St. John				30						6		
St. Martin's Tel. Co., Ltd.	St. John				47								
Tracy Tel. Co.	Tracy Station				10						7		
West Isles Tel. Co., Ltd.	Lords Cove				24				2½		24	1	15 00
York and Carleton Tel. Co., Ltd.	Debec Jct.				85						84		
York and Charlotte Tel. Co. Ltd.	Harvey Station				30								
Total		4,135¾	3,618		3,595¼	3,505			6¾	6,547	4,541	303	105,030 05
	Manitoba.												
Manitoba Govt. Telephones	Winnipeg				17,938						33,500	653	198,969 50
Pipestone, Municipality of, Tel. System	Virden	19			646½						372	2	1,900 00
Union Farmers' Tel. Co.	Neepawa				8½						9		
Total		19			18,593						33,881	655	200,869 50
	Prince Edward Id.												
Tel. Co. of Prince Edward Island	Charlottetown				1,250						1,011		
	Alberta.												
Edmonton, City of, Tel. Dept.	Edmonton	44½	6¼	75¾						2,687		16	8,391 35
Government Tel. System	Edmonton	11,489	4,935							4,296	7,151		
Prairie Centre Farmers' Tel Co., Ltd.	Erskine				75						70	10	
Western General Electric Co., Ltd.	Red Deer				40	28	8				220	20	13,135 00
Total		11,533½	4,941¼	75¾	115	28	8			6,983	7,441	46	21,526 35

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	British Columbia.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.				$ cts.
British Columbia Tel. Co., Ltd.	Vancouver	39,195	10,303¾		1,500	2,230	300		20	17,799	4,463	799	
Creston Tel. Co.	Creston				194						68	5	700 00
Chilliwack Tel. Co., Ltd.	Chilliwack				520						611	7	3,056 93
Okanagan Tel. Co.	New Westminster	6			191						303	8	655 00
Revelstoke, Trent Lake and Big Bend Tel. Co., Ltd.	Revelstoke	22			4	5					217		3,480 00
Total		39,223	10,303¾		2,409	2,235	300		20	17,799	5,662	819	7,891 93

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost of Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Saskatchewan.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles.	miles.
Dundurn Telephone Co.	Dundurn	2,500		281 06	1,253 20	991 83		
Lumsden Radial Tel. Co.	Lumsden			4,000 00	3,300 00	2,036 50	2	5
Midale Tel. Co.	Midale	1,700 00	600 00	2,237 66	451 35	417 05	2½	
Farmer's North-East Tel. Co	Milestone	950 00		950 00	75 00	75 00		
Oxbow Tel. Co.	Oxbow	1,975 00		2,907 78	2,308 02	1,989 02		
Milestone S. W. Tel. Co.	Milestone	1,530 00		1,991 91	261 00	290 00		
Milestone Farmer's Mutual Tel. Co.	Milestone			2,278 45	2,504 50	2,298 00	13	
Carievale Farmer's Tel. Co.	Carievale	2,450 00		3,560 75	1,253 86	669 35		
Buck Lake Farmer's Tel. Co.	Milestone			1,100 00		220 00		
Fort Pelly Tel. Asso., Ltd.	Pelly			770 00	55 00			
Doukobor Farmer's Tel. Co.	Verigen	5,000 00		2,736 20		300 00		
Fleming Tel. Co.	Fleming	1,450 00		1,862 52	894 00	308 00	10	
Carnduff Municipal Tel. Co.	Carnduff			4,395 37	1,456 00	1,100 00		
Abernethy Municipal Tel. Co.	Abernethy			3,500 00	1,060 00	500 00		
Allan Rural Tel. Co.	Allan	10,500 00		10,170 60	1,008 00	740 00		
Allindale Rural Tel. Co.	Sintaluta							
Adelaide Rural Tel. Co.	Rouleau				240 00	69 50		
Arm River Rural Tel. Co.	Girvin							
Abbotsford Rural Tel. Co.	Wolesley	800 00						
Brownhill Rural Tel. Co.	Grenfell							
Buffalo Hill.	Southey							
Boggy Creek Rural Tel. Co.	Lumsden	1,625 00		1,625 00	256 00	241 00		
Bee Line Rural Tel. Co.	Abernethy	1,325 00		1,117 65	80 00	55 75		
Broadway Rural Tel. Co.	Belle Plaine	1,100 00		1,078 39	20 00	15 00		
Belbeck	MooseJaw	1,675 00		1,422 00				
Balcarres, South Rural Tel. Co.	Balcarres	3,575 00		3,300 00	594 00	55 00		
" North Rural Tel. Co.	"			876 50	21 00	21 00	2	
" West Rural Tel. Co.	"							

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STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Equipment Wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Saskatchewan—Con.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	miles.	miles.
Buffalo Lake Rural Tel. Co.	Tuxford	3,500 00		3,500 00	400 00	405 00		
Broderick Rural Tel. Co.	Broderick	3,000 00						
Belle Vue	Rouleau	1,750 00						
Coulee Rural Tel. Co.	Pense	1,300 00		1,250 00				
Corinne Rural Tel. Co.	Milestone	3,575 00	335,85	4,000 00	711 00	500 50	½	
Creelman Rural Tel. Co.	Creelman	5,650 00		5,750 00	1,380 00	590 00	15	½
Central Rural Tel. Co.	Condie	1,800 00		1,272 69		32 00		
Cory Rural Tel. Co.	Saskatoon	2,900 00		3,192 75		31 75		
Carmel Rural Tel. Co.	MooseJaw	1,750 00		1,750 00				
Coulee View Rural Tel. Co.	Grand Coulee	1,200 00				49 05		
Chester Rural Tel. Co.	MooseJaw	3,500 00						
Dalesboro Rural Tel. Co.	Dalesboro	900 00						
Dalmeny " "	Dalmeny	4,200 00		4,223 10	390 48	379 34		
Dee Line " "	Abernethy	375 00		360 00	25 00			
Duff " "	Lemberg				156 00	6 50		
Elstow.... " "	Elstow	8,300 00		11,000 00		94 20		
Eastview " "	Eastview	2,400 00		1,581 55		28 00		
Elmore " "	Elmore	5,075 00		5,075 00	546 00	600 00		
Ellisboro " "	Ellisboro			2,665 00	260 00	108 00		
Elgin " "	Moosomin	750 00		600 00	108 00	51 20		
Empire " "	Carievale	1,040 00		1,638 09	67 00	118 19		
East Line " "	Abernethy				105 00			
East Halbrite Rural Tel. Co.	Halbrite	2,000 00						
East Fillmore " "	Fillmore	1,500 00	200 00	1,700 00				
Fleming North " "	Fleming	1,870 00			360 00	194 00		
Fairmede " "	Fairmede							
Forest " "	Lumsden				464 00	136 50		
Florence " "	Carnduff	2,500 00			300 00	300 00		

Francis " "	Francis	2,800 00		2,891 75	355 80	260 00			
Farmers " "	Herbert	2,000 00		2,000 00					
Gray Milestone "	Milestone	1,950 00		2,496 00					
Golden Flat " "	Drinkwater	3,000 00		3,452 00	300 00	32 50			
Greendale " "	Boharm	1,000 00		750 00	34 00	34 00			
Grassmere " "	Qu'Appelle	1,200 00		1,400 00					
Graytown " "	Windthorst	700 00							
Haycreek " "	Maple Creek	1,200 00		900 00			1		
Huron Clinton "	MooseJaw					300 00			
Hill Farm " "	Lemberg					90 00			
Hepburn " "	Hepburn	4,215 50		4,480 00					
Heward " "	Heward	1,150 00	1,150 00	1,125 00	240 00				
International " "	North Portal	700 00		700 00	160 00	95 00			
Kenlis " "	Kenlis	1,250 00		1,250 00	225 00	50 00			
Kenilworth " "	Pence	1,200 00		1,126 00	90 00	65 00			
Kinley " "	Kinley	700 00					3		
Lake Centre " "	Strassburg	1,200 00							
Lampman " "	Lampman	1,450 00	1,000 00	1,243 71	1,199 00		1		
Laird " "	Laird	5,500 00							
Langbank " "	Langbank	475 00	1,325 00	500 00					
Lumsden Beach "	Lumsden			1,000 00		201 00			
Lake " "	Abernethy	600 00		650 00	40 00				
Maple Leaf " "	Tuxford				330 00	330 00			
Moosomin " "	Moosomin			3,950 32	842 80	123 55			
Moosomin East Rural Tel. Co	Moosomin	1,600 00		1,100 00	180 00	114 10			
McTaggart Rural Tel. Co	McTaggart	3,600 00		3,782 00	697 25	658 00	1		
Moose Jaw, Granton and Blue Hill Rural Tel. Co	MooseJaw	4,850 00	1,916 12	5,432 12	285 00	476 20			
Maple Valley Rural Tel. Co	Davidson	3,700 00		4,000 00	560 00				
Minisota " "	Vanscoy	1,125 00			252 00	94 75			
North Regina " "	Regina	525 00		414 54	91 00	82 00			
North Carievale " "	Carievale	1,000 00		877 49		25 00			
North Portal " "	North Portal	2,275 00		2,531 25	522 00	214 00			
Nutana " "	Saskatoon	675 00			90 00				
North Weyburn " "	Weyburn								
North Aberdeen " "	Aberdeen	900 00		600 00	144 00	18 00			
New Deloraine " "	Davidson	3,000 00		2,200 00	380 00	77 00			
Nor-East Weyburn Rural Tel. Co	Weyburn								
North Halbrite " "	Halbrite	3,025 00							
North Yorkton " "	Yorkton	4,600 00							
Okabena " "	Drinkwater	990 00		991 72	90 00	97 00			
Oxbow " "	Oxbow	10,000 00		7,052 00	1,296 00	872 00			
Pleasant Plains " "	Blackwood	1,600 00		1,600 00	114 00	58 00			
Pasqua " "	Pasqua	500 00		500 00		2 00			
Pasqua South East " "	Pasqua	1,000 00		1,065 00		25 00			
Pleasant Creek " "	Lemberg	2,375 00		1,434 81	78 30	120 50			
Pengarth " "	Pengarth	2,300 00							
Regina Grandview " "	Kronau	3,850 00							
Rouleau Farmers " "	Rouleau	2,500 00		1,450 00	300 00	270 00			
Rose Valley " "	Indian Head	4,075 00		3,679 25	604 00	374 29			
Rough Bark " "	Halbrite	3,000 00		1,906 00	300 00	125 00			
Regina Beach " "	Lumsden	2,500 00		2,700 00	800 00	132 75			

* Continued on page 51

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c. *Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost of Property and Equipment.	Revenue.	Operating Expenses.	Equipment-wire *	
							Urban.	
							Single Wire.	
							Galvanized.	Copper.
	Saskatchewan—Con.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	miles.	miles.
Riga Rural Tel. Co	Riga	1,400 00		1,400 00	220 00			
Red Fox Valley " "	Sintaluta	2,500 00				105 00		
Rufus.... " "	Pense							
Rudolf " "	Rouleau	1,275 00						
Rosthern " "	Laird	3,300 00						
Spring Creek Coverdale Rural Tel. Co	Moosomin				520 00			
Silverton Rural Tel. Co	Carnduff	1,750 00				193 50		
Stoney Beach Rural Tel. Co	Belle Plaine	5,000 00		4,805 21	641 70	522 58		
South Antler " "	Carnduff	1,100 00		990 00				
Stoughton " "	Stoughton	1,500 00		2,600 00				
South Regina " "	Regina	1,000 00						
Sunny South " "	Indian Head	1,050 00		1,059 48	200 50	93 41		
Sutherland " "	Saskatoon	1,200 00		1,225 43		87 00		
South Cariedale " "	Cariedale	915 00		1,026 04	63 75	113 52		
South Gainsborough Rural Tel. Co	Gainsborough	2,500 00		2,566 27	200 00	170 00		
Sherwood Rural Tel. Co	Regina	3,375 00		4,000 00				
Simpson " "	Simpson	4,300 00						
Superior " "	Swift Current	1,450 00						
Sydenham " "	Guernsey	1,900 00						
Summerbury " "	Summerbury	4,325 00		4,350 00				
Tregarva Union Rural Tel. Co	Tregarva	4,075 00		4,800 00	840 00	418 00		
Thunder Creek " "	Carriedale	1,025 00		950 00		100 00		
Vanscoy " "	Vanscoy	1,425 00	1,737 50		325 00	584 15		
Viewhill " "	Estervan							
Westfield " "	Wolseley		2,700 00					
Wideawake " "	Indian Head	3,825 00		4,684 37	684 00	360 44		
Weyburn " "	Weyburn	2,500 00		500 00		807 00		
Wheatlands " "	Carnduff			4,000 00	900 00	595 00		

Wascana	"	"	Lumsden	2,700 00		2,550 00	260 00	241 75		
Welwyn	"	"	Cailmount	2,175 00		3,485 00	684 00	248 00		
Wheatfields	"	"	Perdue			1,035 00	150 00	7 50		
West Pioneer	"	"	MooseJaw	1,650 00		1,400 00				
Waldheim	"	"	Waldheim	1,975 00		1,800 00				
Weldon	"	"	Greenfell	3,500 00						
Wildwood	"	"	Carlyle	1,300 00						
Windum	"	"	Waldheim	3,750 00		4,000 00				
Yellow Grass	"	"	Yellow Grass			1,829 73	890 00	608 00		
Government of Saskatchewan Telephone System			Regina		1,681,961 90	1,681,961 90	240,046 78	135,660 62	18,000	
Total				266,585 00	1,692,926 37	1,911,469 41	279,559 29	162,348 34	18 051	5½

* Continued on page 53

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Saskatchewan.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Dundurn Telephone Co.	Dundurn	28	4								51	4	800 00
Lumsden Radial Tel. Co.	Lumsden	1½									100	4	1,800 00
Midale Tel. Co.	Midale									29		1	272 25
Farmers North East Tel. Co	Milestone				20								
Oxbow Tel. Co.	Oxbow				10						88		
Milestone S. W. Tel. Co.	Milestone				46					29			29 00
Milestone Farmers Mutual Tel. Co.	Milestone				12						41	4	1,300 00
Carievale Farmers Tel. Co.	Carievale	32									45	4	521 55
Buck Lake Farmers Tel. Co	Milestone				19					22			25 00
Fort Pelly Tel. Asso., Ltd.	Pelly				15						13		
Doukobor Farmers Tel. Co.	Verigen				55								
Fleming Tel. Co.	Fleming				120							21	223 50
Carnduff Municipal Tel. Co.					30						69		
Abernethy Municipal Tel. Co.					2½						42		
Allan Rural Tel. Co	Allan				86						85	2	570 00
Allindale " "	Saintaluta				20								
Adelaide " "	Rouleau				20						20		
Arm River " "	Girvin				18					20			
Abbotsford " "	Wolesley												
Brownhill " "	Grenfell				42					21			
Buffalo Hill " "	Southey												
Boggy Creek " "	Lumsden				19						16		
BeeLine " "	Abernethy				9					8			
Broadway " "	Belle Plaine				11					12			
Belbeck " "	MooseJaw				28½								

Balcarres, South	"	"	Balcarres		36							33		
Balcarres, North	"	"	Balcarres		14						7			
Balcarres, West	"	"	Balcarres		19									
Buffalo Lake	"	"	Tuxford		28½						27		1	300 00
Broderick	"	"	Broderick											
Belle Vue	"	"	Rouleau											
Coulee	"	"	Pense		15½						13		2	117 00
Corinne	"	"	Milestone		72	1						47		
Creelman	"	"	Creelman		152		½					60	3	445 00
Central	"	"	Condie		18							10		
Cory	"	"	Saskatoon				22					29		
Carmel	"	"	Moosejaw		40									
Coulee View	"	"	Grand Coulee		10½									
Chester	"	"	Moosejaw											
Dalesboro	"	"	Dalesboro											
Dalmeny	"	"	Dalmeny		95							62	7	251 00
Dee Line	"	"	Abernethy		5							5		
Duff	"	"	Lemberg		12							13		
Elstow	"	"	Elstow		109							83	3	520 00
Eastview	"	"	Eastview		25									
Elmore	"	"	Elmore		160									
Ellisboro	"	"	Ellisboro		66							24		
Elgin	"	"	Moosomin		5½							9		
Empire	"	"	Carievale		14½							14	1	25 00
East Line	"	"	Abernethy		7							7		
East Halbrite	"	"	Halbrite											
East Fillmore	"	"	Fillmore		26							13		
Fleming North	"	"	Fleming		40							20	2	20 00
Fairmede	"	"	Fairmede		32½								1	50 00
Forest	"	"	Lumsden		74									
Florence	"	"	Carnduff		29							30	1	120 00
Francis	"	"	Francis		20							23	1	240 00
Farmers	"	"	Herbert		30								2	600 00
Gray Milestone	"	"	Milestone		80							26		
Golden Flat	"	"	Drinkwater		23							20	2	120 00
Greendale	"	"	Boharm		18							5		
Grassmere	"	"	Qu'Appelle		14							13		
Graytown	"	"	Windthorst											
Haycreek	"	"	Maple Creek		10½									
Huron Clinton	"	"	MooseJaw		26								2	300 00
Hill Farm	"	"	Lemberg		40									
Hepburn	"	"	Hepburn		70									
Heward	"	"	Heward		11							14	1	25 00
International	"	"	North Portal		11							10	1	
Kenlis	"	"	Kenlis		13							15	1	15 00
Kenilworth	"	"	Pense		13							12		
Kinley	"	"	Kinley		12									
Lake Centre	"	"	Strassburg											
Lampman	"	"	Lampman		28									
Laird	"	"	Laird											
Langbank	"	"	Langbank		13									

* Continued from page 46

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Continued.*

Name of Company.	Address.	Equipment—Wire. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number	Remuneration.
	Saskatchewan—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Lumsden Beach Rural Tel. Co.	Lumsden				20								
Lake Rural Tel. Co.	Abernethy				7						8		
Maple Leaf " "	Tuxford				52						20		
Moosomin " "	Moosomin				140								
Moosomin East Rural Tel.	Moosomin				22	1					10	4	21 50
McTaggart Rural Tel. Co.	McTaggart				90						61	3	623 00
Moose Jaw, Granton and Blue Hill Rural Tel Co.	MooseJaw				40					45		1	100 00
Maple Valley RuralTel. Co.	Davisdon				34½								
Minisota " "	Vanscoy				29						22		
North Regina " "	Regina				4½	¼					7	1	25 00
North Carievale " "	Carievale					10½							
North Portal " "	North Portal				31¼					29			
Nutana " "	Saskatoon										9		
North Weyburn " "	Weyburn				27½							2	200 00
North Aberdeen " "	Aberdeen				6					1		1	
New Deloraine " "	Davidson				17							1	20 00
Nor-East Weyburn Rural Tel. Co.	Weyburn				10							2	
North Halbrite Rural Tel. Co.	Halbrite												
North Yorkton Rural Tel. Co.	Yorkton												
Okabena Rural Tel. Co.	Drinkwater				9								
Oxbow " "	Oxbow				80								
Pleasant Plains Rural Tel. Co.	Blackwood				13¾					1	9		

Pasqua Rural Tel. Co.	Pasqua				10									
Pasqua South East Rural Tel. Co.	Pasqua				11½						8			
Pheasant Creek Rural Tel. Co.	Lemberg				14						14		1	25 00
Pengarth Rural. Tel. Co.	Pengarth													
Regina Grandview Rural Tel. Co.	Kronau				92					22				
Rouleau Farmers Rural Tel Co.	Rouleau				18									
Rose Valley Rural Tel. Co.	Indian Head				91						33		2	80 00
Rough Bark " "	Halbrite				22					25			2	100 00
Regina Beach " "	Lumsden				26¼									
Riga " "	Riga				24						11			
Red Fox Valley " "	Sintaluta													
Rufus " "	Pense				10						11			
Rudolf " "	Rouleau												1	25 00
Rosthern " "	Laird				29					22				
Spring Creek Coverdale Rural Tel. Co.	Moosomin				51½					26				
Silverton Rural Tel. Co.	Carnduff				25									
Stoney Beach Rural Tel. Co	Belle Plaine				90						53		2	460 38
South Antler " "	Carnduff				26						13			
Stoughton " "	Stoughton				24¾						29			
South Regina " "	Regina				10								1	25 00
Sunny South " "	Indian Head				23½					11				
Sutherland " "	Saskatoon				14						12			
South Cariedale " "	Cariedale				13					15				
South Gainsborough Rural Tel. Co.	Gainsborough				28								1	20 00
Sherwood Rural Tel. Co.	Regina				32								1	75 00
Simpson " "	Simpson													
Superior " "	Swift Current													
Sydenham " "	Guernsey													
Summerbury " "	Summerbury				43						36			
Tregarva " "	Tregarva				43									
Thunder Creek Rural Tel. Co.	Carriedale				27						13			
Vanscoy Rural Tel. Co.	Vanscoy				22					1			2	194 00
Viewhill " "	Estervan				22						12			
Westfield " "	Wolseley				21						22			
Wideawake " "	Indian Head				35						38		1	85 00
Weyburn " "	Weyburn				200						74		14	465 00
Wheatlands " "	Carnduff				126						50		1	50 00
Wascana " "	Lumsden				26								1	20 00
Welwyn " "	Cailmount				54¼								2	248 00
Wheatfields " "	Perdue				23						10			
West Pioneer Rural Tel. Co.	Moose Jaw				17						11			
Waldheim Rural Tel. Co.	Waldheim				17						22			
Weldon " "	Greenfell				29½						28			
Wildwood " "	Carlyle				10½						12			

* Continued from page 47

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Equipment, Employees, &c.—*Concluded.*

Name of Company.	Address.	EQUIPMENT—WIRE. *continued* *								Number of Telephones.		Employees, &c.	
		Urban.			Rural.								
		Overhead.	Underground.	Submarine.	Single Wire.		Overhead.	Underground.	Submarine.				
		Copper.	Copper.	Copper.	Galvanized.	Copper.	Copper.	Copper.	Copper.	Central.	Magneto.	Number.	Remuneration.
	Saskatchewan—Con.	miles	miles	miles	miles	miles	miles	miles	miles				$ cts.
Windum Rural Tel. Co.	Waldheim	.....	.....	.....	37	.....	.....	.....	.....	.....	52	.....	.....
Yellow Grass Rural Tel. Co.	Yellow Grass	.....	.....	.....	25	.....	.....	.....	.....	.....	54	.....	.....
Government of Saskatchewan Telephone System	Regina	.....	.....	.....	5,000	.....	.....	.....	.....	.....	6,735	.....	510 00
Total	.....	61½	4		9,218½	13¼	22	.....	.....	386	8,666	115	12,061 18

* Continued from page 49

EXPRESS STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1911

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

[No. 20E—1912.]

To Field Marshal His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council: First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Express Statistics for the year ended June 30, 1911.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the first report of the Comptroller of Statistics, in relation to the operations of Express Companies in the Dominion of Canada for the year ended June 30, 1911.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

Office of the Comptroller of Statistics.

Ottawa, January 25, 1912.

A. W. Campbell, Esq., C.E.,

Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith Express Statistics for the year ended June 30, 1911.

These statistics were gathered under the authority given in an Amendment to the Railway Act passed by Parliament in 1911. Immediately after that amendment had become effective, Express Companies were notified that they would be called upon for a return covering their operations for the year ending June 30. This was not an adequate notice, and it would have been unreasonable to have expected a complete statement of statistical facts under such circumstances. I am pleased to say, however, the matter constituting this report will be found to afford a great deal of useful and valuable information with respect to Express Companies operating in Canada.

Returns were received from the following Companies:—

The Canadian Express Company.
The Dominion Express Company.
The Canadian Northern Express Company.
The American Express Company.
The United States Express Company.
The National Express Company.
The Great Northern Express Company.
Wells Fargo and Company.

The first thing which had to be determined was with respect to schedules and classifications. The Interstate Commerce Commission had commenced the collection of express statistics in 1910, and it was found that all but one of the above mentioned Companies carried on an International business. The reporting forms and classifications of the Interstate Commerce Commission proved to be satisfactory, and, in the interest of uniformity and convenience, they were, with immaterial alterations, adopted. It was not desirable that reporting companies should be put to the obviously needless trouble of making two distinct and dissimilar returns.

HISTORICAL DATA.

It will be helpful to a proper understanding of the express situation in Canada, if a brief historical sketch is given of each of the reporting organizations.

Canadian Express Company.

This Company was organized on February 16, 1865, under authority of 27 and 28 Vic. cap. 23.

It has an authorized capital stock of 30,000 shares, of $100 each, of which 17,052 have been issued and are outstanding. The cash realized from the sale

of these shares is reported at $865,200. The purchase of the capital stock of the Company by the Grand Trunk Railway Company was effected in 1891 by the payment of $660,000 in cash. The total capital liability at the time was $1,500,000. Since then the capital stock has been increased to $1,705,200. The Company does not report a rate of dividend. All the stock is held in trust for the Grand Trunk Railway Company by Messrs. A. W. Smithers, Charles M. Hayes, E. H. Fitzhugh, W. Wainwright, M. M. Reynolds, F. Scott, H. Paton and E. J. Chamberlin. With the exception of Mr. Smithers, these gentlemen are all Directors of the Company.

The officers of the Company are:—President, Mr. Charles M. Hays; Vice-President and Manager, Mr. James Bryce; Secretary-Treasurer, Mr. Frank Scott; General Council, Mr. W. H. Biggar, and General Auditor, Mr. W. W. Williamson. The headquarters of the Company are at Montreal.

The operations of the Canadian Express Company are chiefly over The Grand Trunk Railway System and the Canadian Government Railway System. It has a total operating mileage of 7,230.

The Dominion Express Company.

The Dominion Express Company was organized on May 23, 1873, under 36 Vic., cap. 113.

The capital stock of the Company amounts to $2,000,000, divided into 20,000 shares of the par value of $100 each, all of which is outstanding. Following are the Directors:—Sir T. G. Shaughnessy, Messrs. W. S. Stout, R. B. Angus, C. F. Smith and C. R. Hosmer. These directors are trustees of the entire stock of the Company for the Canadian Pacific Railway Company. A dividend on the capital stock, at the rate of 8 per cent per annum, was declared on June 30.

The officers of the Company are:—President and General Manager, Mr. W. S. Stout; Vice-President, Mr. C. F. Smith; Secretary, Mr. A. R. G. Heward; Treasurer, Mr. G. A. Newman; General Auditor, Mr. W. H. Plant. The head office of the Company is in Toronto.

The Company carries on business over the lines of the Canadian Pacific Railway Company and many connecting roads, and has an operating mileage of 13,709, apart from 14,148 of ocean going mileage.

The Canadian Northern Express Company.

The Canadian Northern Express Company was organized on June 13, 1902, under a special Act of Parliament, 2 Edward VII., cap. 49.

The Company has an authorized capital stock of $1,000,000, consisting of 10,000 shares of the par value of $100 each. Of this stock $300,000 was outstanding on June 30, on which a dividend was not declared. MacKenzie, Mann & Co., Limited, control the Company by right of ownership of 90 per cent of the capital stock. The directors are:—Sir William MacKenzie, Sir Donald D. Mann, Mr. A. J. MacKenzie and Mr. Z. A. Lash. Headquarters are at Toronto, although the General Superintendent is located at Winnipeg.

The officers of the Company on June 30 were:—President, Sir William MacKenzie; Vice-President, Sir Donald D. Mann; Secretary, Mr. R. P. Ormsby, Treasurer, Mr. L. W. Mitchell; Chief Solicitor, Mr. G. G. Ruel; General Counsel, Hon. F. H. Phippen, K.C.; Auditor, Mr. J. D. Morton, and General Superintendent Mr. W. C. Muir.

The Company operates almost entirely over the Canadian Northern Railway, and had a mileage on June 30 of 4,422.

The American Express Company.

The American Express Company was organized under the Common law of the State of New York, on March 18, 1850, and November 15, 1859, as a joint stock association. It is a consolidated Company, the American Express Company and the Merchants Union Express Company having been merged under articles of agreement, dated November 25, 1868. The New England Despatch Company, a corporation operating under the laws of Massachusetts, was purchased in 1891 by the American Express Company, and, while its corporate existence has been maintained, its earnings and expenses are included in the earnings and expenses of the American Express Company.

The American Express Company is described in the report as "a voluntary partnership, or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals."

The capital of the Company consists of $18,000,000 of stock, divided into 180,000 shares of the par value of $100 each. Of this stock, $340,000 is in the treasury by purchase. The annual rate of dividend is 12 per cent. The cash realized for the sale of 180,000 shares of stock is reported as having been $900,000.

The Directors of the Company are:—Messrs. James E. Fargo, Lewis Cass Ledyard, Francis F. Flagg, Cornelius Vanderbilt, William H. Seward, Charles M. Pratt, John H. Bradley, and J. Horace Harding. The officers are:—President, Mr. James C. Fargo; 1st Vice-President, Mr. Lewis Cass Ledyard; 2nd Vice-President, Mr. Francis F. Flagg; Secretary, Mr. William H. Seward; Treasurer, Mr. James F. Fargo; Comptroller, Mr. William E. Powelson, and Traffic Manager, Mr. John H. Bradley. The offices of the Company are at 65 Broadway, New York.

The operations of the Company in Canada are over twelve lines of railway, either wholly or partly on this side of the boundary. The mileage in the Dominion was reported as being 1,252.

The National Express Company.

The National Express Company was organized as a joint stock organization, under the common law of the State of New York, on April 1, 1895. It is controlled by the American Express Company, and the report to this Department was received from that source. In that report the following statement is made:—

"The National Express Company is an unincorporated association organized by the American Express Company, with a nominal capital of $500,000, of which $475,000 was issued, in the inception, to the American Express Company, the remaining $25,000 being subscribed for at par, by directors and others connected with the American Express Company under an agreement under which the American Express Company had a right to take over their shares at any time at actual cost. The only express business which it operates for its own account is the express business on the Delaware & Hudson Company; Greenwich & Johnsonville Railway; Grand Trunk Railway, between Rouses Point and Montreal and between Mooers Junction and Montreal; Keeseville, Ausable Chasm & Lake Champlain Railroad; Middleburgh & Schoharie Railroad; Hudson Navigation Company (Peoples Line steamers), between New York and Albany; and Schoharie Valley Railroad; all the rest of the business carried on by said company being actually carried on by it as agent of the American Express Company and for its account. All the property which it

received upon its organization it received from the American Express Company in consideration of the issue of its stock to that company, excepting the cash contribution of $25,000 above mentioned, from individual stockholders. Since the formation of this company the American Express Company has, in one or two instances, upon the death of the individual stockholders, acquired their stock at cost under the option above mentioned.

The business of the Company is carried on by the American Express Company at 65 Broadway, New York.

The United States Express Company.

The United States Express Company was organized on April 22, 1854, in the State of New York, for a term of ten years. This term was extended on November 28, 1859, for a period of twenty years. The last extension was on September 24, 1903, for a further twenty years. The report makes the following statements:—

"United States Express Company is not a corporation. It is an incorporated association, or partnership, of persons associated together to do an express business, each with full partnership liability for the Company's obligations. It was organized in the State of New York, but not pursuant to Statute, either general or special, but pursuant to an agreement among its members."

"At the organization of the Company its ownership was divided into 5,000 interests. From time to time, down to March, 1876, the interests were increased to 70,000. There are no records which show the details of the issue of capital shares prior to that of 1887."

"In August, 1887, the interests were increased to 100,000. Of the increase, 15,000 constituted partial consideration for the Baltimore & Ohio Express, purchased at that time. The remaining 15,000 interests were sold for $1,000,000.'

No value is assigned to the shares of the Company, which are reported at a total of $10,000,000. The dividend rate is six per cent. The directors are a self perpetuating body. The shareholders have not met since 1862.

The Directors of the Company on June 30 were:—Messrs. Albert B. Boardman, Chauncey H. Crosby, Edward T. Platt, Frank H. Platt and Francis L. Stetson. The officers of the Company were:—Vice President and General Manager, Mr. Chauncey H. Crosby; Secretary, Mr. Albert B. Boardman; Treasurer, Mr. Edward T. Platt; Accountant, Mr. John M. Tallman. The offices are at No. 2 Rector Street, New York.

The Company operates on 225 miles of railway in Canada, chiefly in Western Ontario.

The Great Northern Express Company.

The Great Northern Company was organized on Jan. 1, 1892, under the General Statutes of the State of Minnesota. The head offices are at St. Paul, Minnesota.

The capital of the Company consists of 10,000 shares, of the par value of $100 each, aggregating $1,000,000. The rate of dividend in 10 per cent. Control of the Company is vested in the Lake Superior Company, Limited, through stock ownership.

The Directors on June 30 were:—Messrs. D. S. Elliott; Louis W. Hill, J. M. Gruber, R. A. Jackson and W. W. Broughton, all of St. Paul. The officers of the Company were:—President and General Manager, Mr. D. S. Elliott; Vice-President, Mr. Louis W. Hill; Secretary-Treasurer, Mr. E. Sawyer; Auditor, Mr. G. A. Yates.

The Company has an operating mileage of 413 in British Columbia, and 162 in Manitoba.

Wells Fargo and Company.

This Company was organized in the then Territory, now State, of Colorado, on February 5, 1866, by an Act entitled "an Act to Incorporate the Holladay Overland Mail and Express Company" and an Act supplemental thereto, approved January 26, 1872. The Halladay Overland Mail and Express Company, with a capital of $3,000,000, was merged with Wells Fargo & Co., and the Pioneer Stage Company in 1866, when the capitalization was increased to $15,000,000. This capitalization was afterwards reduced to $5,000,000. Still later, 30,000 shares were issued at a par value of $100 each, as advance payments on contracts. This brought the share capital of the company up to $8,000,000. Inconsistent as it will appear with this statement of facts, the total capitalization of the Company is stated in the report to this Department at $23,967,400, on which a dividend of ten per cent was payable on June 30.

The Directors of the Company on June 30 were:—Messrs. Charles A. Peabody, John J. McCook, F. D. Underwood, H. E. Huntington, H. W. De Forest, W. V. S. Thorne, William Sproule, W. F. Herrin, William Mahl, Paul M. Wasburg, Richard Delafield, E. A. Stedman and S. F. Love. The officers were:—President, Mr. William Sproule; 1st Vice-President, Mr. A. E. Stedman; 2nd Vice-President, Mr. R. A. Wells; 3rd Vice-President, Mr. P. Christeson; Secretary-Treasurer, Mr. A. W. Zimmerman; General Auditor, Mr. Richard Burr. The head offices are in New York.

The operations of the Company in Canada were, on June 30, limited to the Yukon, representing 91 miles.

CAPITAL AND COST.

The Capitalization of distinctly Canadian Companies was reported at $4,005,200, divided as follows:—

Canadian Express Company	$1,705,200
Canadian Northern Express Company	300,000
Dominion Express Company	2,000,000
Total	$4,005,200

The amount realized in cash for the foregoing stock issue was reported to have been $3,165,200.

The cost of real property and equipment, details of which by companies will be found in Table 3, was $2,109,566.33.

This amount is made up of the following items, applicable to Canadian Companies:—

Real estate used in operation		$720,200.00
Buildings and fixtures		703,816.96
Equipment:		
Horses	$141,423.06	
Vehicles	191,063.66	
Other equipment	353,052.65	685,539.37
Total		$2,109,556.33

It is thought well to eliminate from the statements of capital and cost of property the facts relating to United States Companies. It would be confusing to include them. Moreover, a summary of essential items has been given in preceding paragraphs under the head of "Historical Data."

OPERATING MILEAGE.

The total operating mileage in Canada on June 30, was 27,585.46, divided as follows:—

Over steam roads	25,377.90
" electric lines	213.81
" steamboat lines	1,792.00
" stage lines	146.00
Miscellaneous	55.75
Total	27,585.46

In addition, outside operations covered 16,778 miles. This applied chiefly to ocean going steamers.

The operating mileage was distributed among the Provinces as follows:—

New Brunswick	1,119.43
Nova Scotia	1,396.32
Prince Edward Island	298.10
Quebec	3,914.64
Ontario	9,938.20
Manitoba	3,339.04
Saskatchewan	3,034.43
Alberta	1,371.08
British Columbia	2,814.02
Yukon	59.48
Foreign	300.72
Total	27,585.46

The foregoing mileage was divided among the various Companies as follows:

American Express Company	1,252.43
Canadian Express Company	7,230.31
Canadian Northern Express Company	4,422.29
Dominion Express Company	13,709.33
Great Northern Express Company	575.40
United States Express Company	224.84
Wells Fargo and Company	90.70
National Express Company	80.16
Total	27,585.46

REVENUE AND OPERATING EXPENSES.

Right at the threshold of the work of gathering express statistics a difficulty arose with respect to United States Companies operating in Canada. They did not, and could not, make an absolutely accurate separation of revenue and operating cost as between American and Canadian business. A simple illustration will make the situation in that regard clear: A package is expressed from

Ottawa to New York, the charges on which are say $1. These charges might be prepaid or not. If prepaid, it would be manifestly misleading and unsound to credit $1 to revenue in Canada, inasmuch as that sum provided for the carrying of the package over several hundreds of miles of line in the United States. If, on the other hand, the charges were collected at the New York end, a certain proportion should be credited to revenue in Canada. What should that proportion be ?

After considering the whole matter, and having regard to the analogy in railway accounting, American Companies were instructed to report their earnings and operating expenses in Canada on the basis of the proportion which their mileage in Canada bore to their total mileage. That is to say, on the package to which reference has been made in the preceding paragraph, the proportion of the $1 received at either end which should be credited to Canada would be the proportion established on a mileage basis. It must therefore be understood that the return of United States Companies given in this report are in accordance with that ruling. It does not provide for an entirely accurate statement of facts but it is the most practicable plan of accounting which could be adopted under the circumstances.

The gross receipts from operation for the year ended June 30, were $9,913,018.31. From this was deducted $4,553,861.43 as the cost of express privileges, leaving $5,359,156.88 as the operating revenue for the year.

The operating expenses amounted to $4,151,227.91, which was equal to 77.46 per cent of the operating revenue. Deducting operating expenses from operating revenue, a net balance of $1,207,928.97 is the result. To this should be added a net revenue of $3,506.60 from outside operations, bringing the total up to $1,211,435.57.

So far as Canadian Companies were concerned, the balance as between operating revenue and operating expenses was $1,114,897.59. After deducting the sum of $27,589.64 for taxes, which amount is slightly larger than the figures given in the balance sheet, and is taken from the taxation table, and the remainder was equal to 27.14 per cent on the capital liability.

For Canadian Companies, the ratio of operating expenses to operating revenue was 76.71.

After making deductions for taxes and dividends, the balance carried forward to profit and loss by all companies for the year amounted to $683,664.33.

The following balance sheet will place the financial results of the year in a convenient form for review:—

Gross receipts from operation		$9,913,018.31
Less express privileges		4,553,861.43
Operating revenue		$5,359,156.88
Operating expenses		4,151,227.91
Net operating revenue		$1,207,928.97
Net revenue from outside operations		3,506.60
Other income		41.67
Toal net revenue		$1,211,477.24
Less taxes	$ 19,695.78	
Less dividends	481,624.32	
Other deductions	26,492.81	527,812.91
Balance for the year		$683,664.33

It will be observed that the charges for express privileges—chiefly the right to operate over certain railways—were equal to 45.93 per cent of the gross revenue.

For Canadian Companies by themselves the cost of these operating rights was equal to 45.66 per cent of the gross revenue.

The sources of revenue, and the various amounts received, were as follows:—

From transportation:—		
Express revenue		$9,590,907.99
Miscellaneous		53,796.73
Total		$9,644,704.72
Other than transportation:—		
Money orders—domestic	$181,395.28	
Money orders—foreign	16,985.06	
Travellers' cheques—domestic	2,895.74	
Travellers' cheques—foreign	1,186.21	
C.O.D. cheques	39,701.71	
Other earnings	26,149.59	268,313.59
Gross revenue		$9,913,018.31

The operating expenses, apart from the cost of express privileges, were, as has been said, $4,151,227.91. These operating expenses were distributed under the following heads:—

Maintenance	$ 33,721.75
Traffic expenses	104,307.20
Transportation expenses	3,871,901.69
General expenses	141,297.27
Total	$4,151,227.91

The details of the maintenance account are as follow:—

Superintendence	$ 312.19
Buildings, fixtures and grounds	90.68
Office equipment	1,313.53
Horses	3,038.87
Vehicles—repairs	11,165.15
Vehicles—renewals	558.17
Stable equipment	2,218.01
Transportation equipment	547.73
Other expenses	87.23
Total	$33,721.75

Of the foregoing total amount, $14,390.19 was not distributed into items.

Traffic expenses consisted of the following items:—

Superintendence	$ 55,631.57
Outside agencies	4,162.55
Advertising	8,081.56
Traffic associations	3,700.66
Stationery and printing	12,859.38
Other expenses	13,532.00
Total	$104,307.20

Of this amount, $6,339.48 was not distributed.

Transportation expenses were made up of the following details:—

Superintendence	$ 1,202,406.59
Office employees	278,461.55
Commissions	357,009.65
Wagon employees	138,378.99
Office supplies and expenses	26,082.42
Rent of local offices	37,645.62
Stable employees	10,282.47
Stable supplies and expenses	441,178.43
Train employees	157,788.13
Train supplies and expenses	2,286.13
Transfer employees	2,345.36
Transfer expenses	59,711.74
Stationery and printing	97,592.79
Loss and damage—freight	76,840.97
Loss and damage—money	361.31
Damage to property	54.77
Injuries to persons	680.64
Other expenses	618,524.04
Total	$3,871,901.69

A total of $364,270.09 was not distributed in the foregoing transportation expenses. It is also to be observed that the Dominion Express Company returned an aggregate of $1,152,860.53 under the head of superintendence, which really included the salaries and wages of all classes of employees. An effort will be made to have this item adjusted, so that the value of comparison will not be lost in future reports.

The items constituting general expenses were as follows:—

Salaries and expenses of general officers	$ 27,575 46
Salaries and expenses of clerks, &c	50,438 05
General office supplies and expenses	14,779 04
Law expenses	2,199 99
Insurance	6,204 71
Pensions	6,006 11
Stationery and printing	2,950 72
Other expenses	576 73
Total	$141,297 27

Items are lacking in the above for $30,566.46 of the total.

FINANCIAL PAPER.

The business transacted by express companies in financial paper is very large. For the year ended June 30 it amounted to $52,165,852.57 and embraced the following classes, numbers and amounts:—

Financial Paper.	Number.	Amount.
		$ cts.
Money orders—domestic	2,789,691	43,361,803 54
" " foreign	87,245	2,205,980 16
Travellers' cheques—domestic	37,857	998,051 35
" " foreign	47,646	1,200,930 00
C. O. D. cheques	.....	3,639,778 93
Telegraphic transfers	.....	113,726 91
Letters of credit issued	.....	156,921 01
Other forms	.....	488,660 67
	2,962,439	52,165,852 57

Money orders were reported as being on sale at 4,628 offices throughout the Dominion during the year ended June 30.

The number of express offices in the Dominion was 2,720.

EQUIPMENT.

The returns of equipment owned on June 30 give the following results as to numbers and value:—

Equipment.	Number.	Value.
		$ cts.
Car safes, stationary	133	24,497 21
Double wagons	98	32,811 43
Four wheel trucks	1,917	53,737 72
Horses	814	148,598 06
Messengers' safes	685	16,344 56
Messengers' packing trunks	1,085	15,688 34
Office furniture, &c	.....	60,357 63
Office safes	935	91,612 29
Single wagons	681	115,113 54
Sleighs	738	48,573 19
Stable equipment	.....	27,956 21
All other equipment	.....	71,803 37

TAXATION.

The total amount paid by express companies in taxes for the year ended June 30 was $32,869.25, which was distributed by Provinces as follows:—

New Brunswick	$ 468 31
Nova Scotia	316 12
Prince Edward Island	515 00
Quebec	11,683 34
Ontario	11,307 75
Manitoba	1,138 76
Saskatchewan	62 83
Alberta	869 39
British Columbia	1,131 17
Yukon	330 00
Foreign	2,256 82

The above statement is defective in that $2,789.76 reported by the American Express Company was not distributed. The further explanation is necessary, that the difference between the total here and in the balance sheet is due to the failure of the Dominion Express Company to deduct taxes from income.

CONCLUSION.

Details of all the foregoing summaries will be found in the tables which are attached to these introductory observations.

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—STATEMENT of Operating Mileage and Mileage by Provinces for the Year ending 30th June, 1911.

	1	2	3	4	5	5	7	8
	Name of Express Company.	OPERATING MILEAGE.						
		Mileage over Steam Roads.	Mileage over Electric Lines.	Mileage over Steamboat Lines.	Mileage over Stage Lines.	Mileage over Miscellaneous Lines.	Total Mileage	Mileage Covered in Outside Operation.
1	American Express	1,169.68	29.00			53.75	1,252.43	
2	Canadian Express	6,400.31	66.00	735.00	27.00	2.00	7,230.31	2,630.00
3	Canadian Northern Express	4,400.29	22.00				4,422.29	
4	Dominion Express	12,436.52	96.81	1,057.00	119.00		13,709.33	14,148.00
5	Great Northern Express	575.40					575.40	
6	National Express	80.16					80.16	
7	United States Express	224.84					224.84	
8	Wells Fargo Express	90.70					90.70	
	Total	25,377.90	213.81	1,792.00	146.00	55.75	27,585.46	16,778.00

TABLE I.—STATEMENT of Operating Mileage and Mileage by Provinces for the Year ending 30th June, 1911—*Continued.*

Number.	Name of Express Company.	9	10	11	12	13	14	15	16	17	18	19	20
		Mileage by Provinces.											
		New Brunswick.	Nova Scotia.	Prince Edward Island	Quebec.	Ontario.	Manitoba.	Saskatchewan	Alberta	British Columbia	Yukon	Foreign	Total. Mileage.
1	American Express				465.60	786.83							1,252.43
2	Canadian Express	660.50	634.50	298.10	1,362.49	4,018.00						257.02	7,230.31
3	Canadian Northern Express				646.09	721.20	1,585.44	1,211.66	214.20			43.70	4,422.29
4	Dominion Express	458.93	762.12		1,360.30	4,187.33	1,591.39	1,822.77	1,156.88	2,369.61			13,709.33
5	Great Northern Express						162.21			413.19			575.40
6	National Express				80.16								80.16
7	United States Express					224.84							224.84
8	Wells Fargo Express									31.22	59.48		90.70
	Total	1,119.43	1,396.32	298.10	3,914.64	9,938.20	3,339.04	3,034.43	1,371.08	2,814.02	59.48	300.72	27,585.46

TABLE 2.—SUMMARY STATEMENT of Capital for

1	2	3	4	5
Name of Express Company.	STOCKS.			
	Common Amount Outstanding	Preferred Amount Outstanding	Total Amount Outstanding	Proportion to Total Capital.
	$ cts.		$ cts.	per cent.
1 American Express				
2 Canadian Express	1,705,200.00		1,705,200.00	
3 Canadian Northern Express	300,000.00		300,000.00	
4 Dominion Express	2,000,000.00		2,000,000.00	
5 Great Northern Express				
6 National Express				
7 United States Express				
8 Wells Fargo Express				
Total	4,005,200.00		4,005,200.00	

the Year Ending 30th June, 1911.

6	7	8	9	10	11	12	
			FUNDED DEBT.				
Amount Outstanding.	Proportion to Total Capital.	DESIGNATION.			Total Capital.	Total Cash Realized on Stocks.	
		Bonds.	Income Bonds.	Miscellaneous Obligations.			
					$ cts.	$ cts.	
							1
					1,705,200.00	865,200.00	2
					300,000.00	300,000,00	3
					2,000,000.00	2,000,000 00	4
							5
							6
							7
							8
					4,005,200.00	3,165,200.00	

TABLE 3.—COST of Real Property and Equipment to and including Year ending 30th June, 1911.

1	2	3	4	5	6	7	8	9
Name of Express Company.	ACCOUNT.							
	Real Estate used in Operation.	Buildings and fixtures used in Operation.	Equipment.					Total Cost.
			Cars.	Horses.	Vehicles.	Other Equipment	Total Equipment	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express								
2 Canadian Express	260,200 00			44,765 36	49,736 79	56,165 98	150,668 13	410,868 13
3 Canadian Northern Express		1,671 61		10,188 50	11,923 20	29,716 41	51,828 11	53,499 72
4 Dominion Express	460,000 00	702,145 35		86,469 20	129,403 67	267,170 26	483,043 13	1,645,188 48
5 Great Northern Express								
6 National Express								
7 United States Express								
8 Wells Fargo Express								
Total	720,200 00	703,816 96		141,423 06	191,063 66	353,052 65	685,539 37	2,109,556 33

Table 4.—Summary Statement of Income Account for the Year ending 30th June, 1911.

Number.	Name of Express Company.	Account. Gross Receipts from Operation.	Express Privileges. Dr.	Operating Revenues.	Operating Expenses.	Net Operating Revenue.	Net Revenue from Outside Operations.	Total Net Revenue.	Taxes.
		2	3	4	5	6	7	8	9
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express	843,667 89	392,099 93	451,567 96	384,495 18	67,072 78		67,072 78	2,789 76
2	Canadian Express	2,689,697 92	1,281,556 96	1,408,140 96	1,111,116 18	297,024 78	3,506 60	300,531 38	12,393 51
3	Canadian Northern Express	564,279 54	218,119 37	346,160 17	202,525 18	143,634 99		143,634 99	2,022 66
4	Dominion Express	5,556,338 06	2,523,231 63	3,033,106 43	2,358,868 61	674,237 82		674,237 82	
5	Great Northern Express	170,180 51	101,761 30	68,419 21	50,938 58	17,480 63		17,480 63	963 97
6	National Express	60,221 27	23,336 16	36,885 11	29,780 05	7,105 06		7,105 06	225 29
7	United States Express	24,514 26	11,696 65	12,817 61	12,213 14	604 47		604 47	820 59
8	Wells Fargo Express	4,118 86	2,059 43	2,059 43	1,290 99	768 44		768 44	480 00
	Total	9,913,018 31	4,553,861 43	5,359,156 88	4,151,227 91	1,207,928 97	3,506 60	1,211,435 57	19,695 78

Number.	Name of Express Company.	Account. Operating Income.	Other Income.	Gross Corporate Income.	Deductions from Gross Income.	Net Corporate.	Less Dividends.	Balance for year.
		1	10	11	12	13	14	15	16
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express	64,283 02		64,283 02		64,283 02		64,283 02
2	Canadian Express	288,137 87		288,137 87	26,492 81	261,645 06	21,624 32	240,020 74
3	Canadian Northern Express	141,612 33	41 67	141,654 00		141,654 00		141,654 00
4	Dominion Express	674,237 82		674,237 82		674,237 82	460,000 00	214,237 82
5	Great Northern Express	16,516 66		16,516 66		16,516 66		16,516 66
6	National Express	6,879 77		6,879 77		6,879 77		6,879 77
7	United States Express	Dr. 216 12		Dr. 216 12		Dr. 216 12		Dr. 216 12
8	Wells Fargo Exbress	288 44		288 44		288 44		288 44
	Total	1,191,739 79	41 67	1,191,781 46	26,492 81	1,165,288 65	481,624 32	683,664 33

TABLE 5.—SUMMARY STATEMENT of Operating Revenues

1	2	3	4	5	6
	REVENUE FROM TRANSPORTATION.			REVENUE FROM	
Name of Express Company.	Express Revenue.	Miscellaneous Transportation.	Total Revenue from Transportation.	Money Orders Domestic.	Money Orders Foreign.
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
1 American Express	809,221 68	34,446 21	843,667 89	.....	.....
2 Canadian Express	2,594,342 79	19,114 97	2,613,457 76	53,439 23	.....
3 Canadian Northern Express	542,238 55	.....	542,238 55	14,557 72	.....
4 Dominion Express	5,387,306 31	.....	5,387,306 31	112,550 67	16,959 58
5 Great Northern Express	169,179 82	.....	169,179 82	847 66	25 48
6 National Express	59,985 72	235 55	60,221 27	.....	.....
7 United States Express	24,514 26	.....	24,514 26	.....	.....
8 Wells Fargo Express	4,118 86	.....	4,118 86	.....	.....
Total	9,590,907 99	53,796 73	9,644,704 72	181,395 28	16,985 06

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for the Year ending 30th June, 1911.

7	8	9	10	11	12	13	
Operation other than Transportation.							
Traveller's Cheques Domestic.	Traveller's Cheques. Foreign.	"C.O.D." Checks.	Other Earnings.	Gross Receipts from Operation.	Express Privileges Dr.	Total Operating Revenues.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	843,667 89	392,099 93	451,567 96	1
.....	1,186 21	19,649 11	1,965 61	2,689,697 92	1,281,556 96	1,408,140 96	2
.....	.....	7,483 27	.....	564,279 54	218,119 37	346,160 17	3
2,892 27	.....	12,569 33	24,059 90	5,556,338 06	2,523,231 63	3,033,106 43	4
3 47	.....	.....	124 08	170,180 51	101,761 30	68,419 21	5
.....	.....	.....	.....	60,221 27	23,336 16	36,885 11	6
.....	.....	.....	.....	24,514 26	11,696 65	12,817 61	7
.....	.....	.....	.....	4,118 86	2,059 43	2,059 43	8
2,895 74	1,186 21	39,701 71	26,149 59	9,913,018 31	4,553,861 43	5,359,156 88	

TABLE 6.—SUMMARY STATEMENT of Operating Expenses

1	2	3	4	5
	MAIN			
Name of Express Company.	Superintendence.	Buildings Fixtures and Grounds.	Office Equipment.	Cars Repairs.
	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express				
2 Canadian Express			856 80	
3 Canadian Northern Express	9 50		114 97	
4 Dominion Express				
5 Great Northern Express	302 69	40 62	314 88	
6 National Express				
7 United States Express		50 06	26 88	
8 Wells Fargo Express				
Total	312 19	90 68	1,313 53	

14	15	16	17	18
	TRAFFIC			
Name of Express Company.	Superintendence.	Outside Agencies.	Advertising	Traffic Associations
	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express				
2 Canadian Express	3,600 00	4,068 72	1,695 82	2,615 56
3 Canadian Northern Express	1,758 03	25 44		1,053 67
4 Dominion Express	49,552 45		6,307 80	
5 Great Northern Express	666 13		71 83	25 32
6 National Express				
7 United States Express	54 96	68 39	6 11	6 11
8 Wells Fargo Express				
Total	55,631 57	4,162 55	8,081 56	3,700 66

6	7	8	9	10	11	12	13

TENANCE.

Cars. Renewals.	Horses.	Vehicles Repairs.	Vehicles Renewals.	Stable Equipment	Trans-portation Equipment	Other Expenses.	Total. Main-tenance.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
							13,931 32
	2,050 00	9,448 23	549 62	1,602 21	328 50		14,835 36
	676 50	1,229 59		500 54	25 72		2,556 82
	168 25	312 68		92 05	178 8	87 23	1,497 25
							379 23
	144 12	174 65	8 55	23 21	14 66		442 13
							79 64
	3,038 87	11,165 15	558 17	2,218 01	547 73	87 23	33,721 75

19	20	21	22	23	24	25	26

EXPENSES. TRANSPORTATION EXPENSES.

Stationery and Printing.	Other Expenses.	Total Traffic.	Superin-tendence.	Office Employees.	Com-missions.	Wagon Employees.	Office Supplies and Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
		6,307 16						1
1,521 55		13,501 65	37,761 28	228,017 96	297,375 16	111,776 17	21,531 33	2
1,077 09		3,914 23	9,009 65	38,227 45	48,049 82	19,669 43	3,478 06	3
10,007 71	13,529 89	79,397 85	*1,152,860 53					4
209 06	2 11	974 45	2,339 13	9,236 14	10,011 62	5,000 05	748 16	5
		32 32						6
43 97		179 54	436 00	2,980 00	1,573 05	1,933 34	324 87	7
								8
12,859 38	13,532 00	104,307 20	1,202,406 59	278,461 55	357,009 65	138,378 99	26,082 42	

* Includes salaries and wages for all classes of employees.

TABLE 6.—SUMMARY STATEMENT of Operating

	27	28	29	30	31
		TRANSPORTATION EXPENSES			
	Name of Express Company.	Rent of Local Offices.	Stable Employees.	Stable Supplies and Expenses.	Train Employees.
		$ cts.	$ cts.	$ cts.	$ cts.
1	American Express				
2	Canadian Express	30,834 46	8,571 26	71,152 07	117,895 37
3	Canadian Northern Express	4,295 83	1,205 13	10,490 95	31,945 82
4	Dominion Express			355,809 09	
5	Great Northern Express	2,046 35	186 10	2,519 66	7,114 00
6	National Express				
7	United States Express	468 98	319 98	1,206 66	832 94
8	Wells Fargo Express				
	Total	37,645 62	10,282 47	441,178 43	157,788 13

	40.	41	42	43	44
		TRANSPORTATION EXPENSES			
	Name of Express Company.	Other Expenses.	Total Transportation.	Salaries and Expenses General Officers.	Salaries and Expenses Clerks and Attendants.
		$ cts.	$ cts.	$ cts.	$ cts.
1	American Express		335,639 14		
2	Canadian Express		992,388 21	23,561 10	39,512 32
3	Canadian Northern Express	56 12	179,257 33	3,655 06	8,687 14
4	Dominion Express	616,099 64	2,279,470 76		
5	Great Northern Express	2,367 06	45,541 82	257 93	1,869 75
6	National Express		27,574 75		
7	United States Express	1 22	10,973 48	101 37	368 84
8	Wells Fargo Express		1,056 20		
	Total	618,524 04	3,871,901 69	27,575 46	50,438 05

SESSIONAL PAPER No. 20e

Expenses for the Year ending 30th June, 1911—*Continued.*

32	33	34	35	36	37	38	38	
Continued.								
Train Supplies and Expenses	Transfer Employees.	Transfer Employees. Expenses	Stationery and Printing.	Loss and Da nage Freight	Loss and Damage Money.	Damage to Property.	Injuries to Persons.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	.....	.....	1
1,807 88	.....	24,691 83	24,921 04	15,395 34	100 10	10 00	546 96	2
380 49	912 83	622 66	8,619 27	2,244 12	14 25	35 45	.....	3
.....	.....	34,391 14	62,628 74	57,681 62	.....	.....	.....	4
90 43	1,178 50	.....	1,192 91	1,165 71	238 41	5 66	101 93	5
.....	.....	.....	.....	.....	.....	.....	.....	6
7 33	254 03	6 11	230 83	354 18	8 55	3 66	31 75	7
.....	.....	.....	.....	.....	.....	.....	.....	8
2,286 13	2,345 36	59,711 74	97,592 79	76,840 97	361 31	54 77	680 64	

45	46	47	48	49	50	51	52	
—*Continued.*	GENERAL EXPENSES							
General Office Supplies and Expenses.	Law Expenses.	Insurance.	Pensions.	Stationery and Printing.	Other Expenses.	Total General Expenses.	Total Operating Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	28,617 56	384,495 18	1
131,90 06	1,424 34	4,006 02	6,000 00	2,257 12	440 00	90,390 96	1,111,116 18	2
1,340 65	713 45	1,756 91		575 82	67 77	16,796 80	202,525 18	3
.....	.....	.....	.....	.....	.....	.....	2,358,868 61	4
210 47	Cr. 09	417 35	.....	104 35	65 30	2,925 06	50,938 58	5
.....	.....	.....	.....	.....	.....	1,826 07	29,780 05	6
37 86	62 29	24 43	6 11	13 43	3 66	617 99	12,213 14	7
.....	.....	.....	.....	.....	.....	122 83	1,290 99	8
14,779 04	2,199 99	6,204 71	6,006 11	2,950 72	57 3	141,297 27	4,151,227 91	
.....	.....	.....	.....	.....	.....	.....	.....	

TABLE 7.—SUMMARY STATEMENT of Taxes and Assess

1	2	3	4	5
Name of Express Company.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Quebec.
	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express				
2 Canadian Express	401 44	103 19	515 00	4,242 38
3 Canadian Northern Express				294 57
4 Dominion Express	66 87	212 93		6,921 10
5 Great Northern Express				
6 National Express				225 29
7 United States Express				
8 Wells Fargo Express				
Total	468 31	316 12	515 00	11,683 34

ments by Provinces for the Year ending 30th June, 1911.

6	7	8	9	10	11	12	13	
PROVINCE.								
Ontario.	Manitoba.	Saskatch'an	Alberta.	British Columbia.	Yukon.	Foreign.	Total Amount.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	.....	2,789 76	1
4,470 61	50 45	.....	523 25	.....	.....	2,087 19	12,393 51	2
1,023 48	193 24	57 83	283 91	.....	.....	169 63	2,022 66	3
4,993 07	622 27	5 00	62 23	290 00	.....	.....	13,173 47	4
.....	272 80	.....	.....	691 17	.....	.....	963 97	5
.....	.....	.....	.....	.....	.....	.....	225 29	6
820 59	.....	.....	.....	.....	.....	.....	820 59	7
.....	.....	.....	.....	150 00	330 00	.....	480 00	8
11,307 75	1,138 76	62 83	869 39	1,131 17	330 00	2,256 82	32,869 25	

Table 8.—Summary Statement of Equipment Owned for the Year ending 30th June, 1911

1	2		3		4		5		6		7		8	
Name of Express Company.	Automobiles.		Cars.		Car Safes Stationary.		Double Wagons.		Four-wheel Trucks.		Horses and other Draft Animals		Messenger's Safes.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
						$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
1 American Express							5	820 00	64	953 00	47	6,125 00	50	919 00
2 Canadian Express					2	375 00	32	7,215 60	640	13,162 00	3504	44,765 36	205	4,102 70
3 Canadian Northern Express					27	827 00	14	3,214 00	68	2,506 08	45	10,188 50	31	983 02
4 Dominion Express					94	22,895 21	47	21,561 83	1107	36,532 14	409	86,469 20	375	10,120 84
5 Great Northern Express									10	248 50	3	600 00	6	69 00
6 National Express													3	30 00
7 United States Express					10	400 00			28	336 00	6	450 00	15	120 00
8 Wells Fargo Express														
Total					133	24,497 21	98	32,811 43	1917	53,737 72	814	148,598 06	685	16,344 56

TABLE 8.—SUMMARY STATEMENT of Equipment Owned for the Year ending 30th June, 1911—*Continued.*

	Name of Express Company.	9		10		11		12		13		14		15	
		Messenger's Packing Trunks.		Office Furniture and Fixtures.		Office Safes.		Single Wagons.		Sleighs.		Stable Equipment.		All other Equipment.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			$ cts.		$ cts.		$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
1	American Express	9	62 00		1,894 78	26	1,482 00	30	2,197 00	32	1,112 00		499 50		326 75
2	Canadian Express	360	4,183 99		15,710 88	205	11,000 00	282	33,180 30	195	9,340 89		6,652 31		979 10
3	Canadian Northern Express	13	364 97		3,827 32	165	14,863 76	27	5,218 80	32	3,490 40		1,462 61		1,881 65
4	Dominion Express	703	11,077 38		38,668 01	529	63,776 00	324	73,337 44	469	34,504 40		19,178 05		64,922 63
5	Great Northern Express				116 65	9	460 53	4	480 00	2	45 50		33 74		231 24
6	National Express					1	30 00								41 00
7	United States Express				140 00			14	700 00	8	80 00		130 00		421 00
8	Wells Fargo Express														
	Total	1085	15,688 34		60,357 63	935	91,612 29	681	115,113 54	738	48,573 19		27,956 21		71,803 37

TABLE 9.—SUMMARY STATEMENT of Financial Paper

Number.	1	2	3	5	5	6	7
	Name of Express Company.	MONEY ORDERS SOLD.				TRAVELLERS	
		Domestic.		Foreign.		Domestic.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
			$ cts.		$ cts.		$ cts
1	American Express	110,354	1,500,945 66			15,673	399,400 00
2	Canadian Express	753,117	9,862,186 01				
3	Canadian Northern Express		*4,176,169 50				
4	Dominion Express	1,912,291	27,577,874 95	87,091	2,202,395 10	22,184	598,651 35
5	Great Northern Express	13,929	244,627 42	154	3,585 06		
6	National Express						
7	United States Express						
8	Wells Fargo Express						
	Total	2,789,691	43,361,803 54	87,245	2,205,980 16	37,857	998,051 35

*Includes Money Orders (Foreign) and "C.O.D." cheques issued.

SESSIONAL PAPER No. 20e

Issued for the Year ending 30th June, 1911.

8	9	10	11	12	13	14	15	
CHEQUES.								
Foreign.		C.O.D. Checks Issued.	Telegraphic Transfers.	Letters of Credit Issued.	Other Forms of Remittance Paper Issued.	Number of Express Offices in Canada.	Number of Offices Money Orders on Sale.	Number.
Number.	Amount.							
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.			
39,053	1,026,310 00	103,857 09	30,299 17	156,921 01	.....	158	151	1
8,593	174,620 00	1,016,343 10	.....	.....	344,414 00	908	935	2
.....	.....	.....	.....	.....	.....	305	305	3
.....	.....	2,519,578 74	83,427 74	.....	144,246,67	1,294	3,182	4
.....	.....	.....	.....	.....	.....	38	38	5
.....	.....	.....	.....	.....	.....	17	17	6
.....	.....	.....	.....	.....	.....	.....	.....	..
.....	.....	.....	.....	.....	.....	.....	.....	..
47,646	1,200,930 00	3,639,778 93	113,726 91	156,921 01	488,660 67	2,720	4,628	

FORTY-FOURTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1911

MARINE

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMALEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY.
1911

[No. 21—1912.]

To His Royal Highness, Field Marshal, Prince Arthur William Patrick Albert, Duke of Connaught and Strathearn, K.G., K.T., K.P., &c., &c., &c., Governor General and Cammander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

I have the honour to submit herewith for the information of Your Royal Highness and the Parliament of Canada, the Forty-Fourth Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,
Your Royal Highness's most obedient servant,

J. D. HAZEN,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, NOVEMBER, 1911.

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Heavy field of frazil ice from 60 to 80 feet in thickness, Portneuf, February, 1911.
Heavy field of frazil ice 60 to 80 feet in thickness. Surface of ice standing 6 feet above water level. Portneuf, February, 1911.
Piece of heavy frazil ice in the act of turning over. Portneuf, February, 1911.
22 ton rock-cutter, for work in the Cap à la Roche section, River St. Lawrence Ship Channel, being built by Messrs. Lobnitz & Co., Ltd., Renfrew, Scotland.
Breaking up a heavy batture at Quebec Bridge, February, 1911.
Lady Grey and *Montcalm* working at Port St. Francis, April, 1911.
Lady Grey and *Montcalm* working in Lake St. Peter, March, 1911.
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Lady Grey at the instant of striking the ice.
Montcalm just after striking the ice.
Experimental 20 ton rock-cutter working in the Cap à la Roche section, River St. Lawrence Ship Channel (Stern view, looking up stream.
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The Motor Life-boat, Banfield, B.C.
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C.G.S. *Stanley* cutting icebound vessels out of Bridgewater, N.S.
C.G.S. *Stanley* cutting icebound vessels out of Bridgewater, N.S.

REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Honourable L. P. Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to report on the transactions and service of the Marine Branch of the Department of Marine and Fisheries for the fiscal year ending March 31, 1911.

My appointment by Order of the Privy Council as Deputy Minister of the Marine and Fisheries Department took place the 8th June, 1910, and I entered upon the duties of my office immediately.

At the time of the establishment of the Department of Naval Service in 1910, several branches of this department were detached and became branches of that department, consequently, several reports which were formerly included in the Marine report will now be found in the annual report of the new department. The branches referred to are the hydrographic, wireless telegraphy, tidal survey and naval militia.

Some items of expenditure, in connection with these branches for work and service begun before the transfer, have necessarily been included in the statement of expenditure of this department for the fiscal year, 1910-11.

Careful, but ample estimates were prepared for proposed work and improvements along the coasts and in harbours of the Dominion, but the early setting in of winter in December, 1910, interrupted operations that would otherwise have been continued until a later period. This was the case in connection with lighthouse and coast service, ocean and river service and the work in the St. Lawrence river ship channel. An examination of the statement of appropriations of parliament and expenditure, included in this report, will show that the expenditure has been much less than the appropriations. The total appropriations, for Marine and Fisheries, amounted to $6,196,723.62 and the total expenditure to $4,798,988.18; the unexpended balances therefore amount to $1,397,735.44. The fishing bounty expenditure, which amounted to $159,166.75, is not included in the above total as the money is not appropriated by parliament, but is derived from interest on an amount paid to the government, by the United States, as an award for use of the inshore fisheries of the maritime provinces.

An analysis of the financial statement, will also show that the principal unexpended balances relate to appropriations for construction of lighthouses and construction of two steamers. Some delays occurred through difficulties of transportation

of material for lighthouse construction, and the new aids to navigation, along the St. Lawrence ship channel, have cost less than was anticipated. Contracts for the new steamers have been entered into, one for the lighthouse and buoy service on the coast of British Columbia and one to be employed in the ship channel, St. Lawrence river, inspection. Plans and specifications have been prepared for a buoy steamer to replace the *Shamrock* in the St. Lawrence river, between Montreal and Quebec.

Apart from the question of expenditure, the lighthouse construction embraced the erection, by the Engineer's branch, of light towers, fog alarm buildings, keepers dwellings, oil sheds and boat houses. The selection of sites in localities to make effective the lights for vessels in various waters received careful attention. Improvements were also made at a number of light stations in order to prepare certain lighthouses for the installation of larger lanterns, containing lighting apparatus of greater magnitude. In addition to this, repairs and enlargements were undertaken and in many cases completed, at old stations. Personal inspection was made of the work by the Chief Engineer and officers attached to his branch at Ottawa, when office duties permitted, and district engineers attended to inspection in their several districts. At the less important buildings constructed, local inspectors were employed to see that the work was performed according to contract, and departmental foremen had in charge the work where it was done by days work.

The construction of several new fog alarm buildings, together with the installation of machinery and power plant, engaged the attention of the Chief Engineer's branch. The establishment of a complete marine depot at Prince Rupert, has been under contemplation by the department and comprehensive plans have been prepared of offices, storehouses, power houses, wharves, tramways, electric lighting plant, water supply, machinery, equipment and furnishings. Tenders for the grading of the site and complete construction of the depot, have been considered, a contract made and the work has been begun. An officer of the Chief Engineer's branch familiar with the plans, has been entrusted with the supervision of the work and remains at the location constantly.

The ordering of new illuminating apparatus and installation came under the supervision of the Commissioner of Lights and Buoys. The principal work of his branch consisted of substituting modern dioptric lights with petroleum vapour, as an illuminant, at the major coast lights for older and less efficient apparatus and illuminants. This work of establishing illuminating apparatus of a more powerful and modern contrivance, has been receiving the attention of the department for three years, and the result, has been highly satisfactory to navigators and shipowners. As the work has progressed it has become more evident that the continuation of this work is necessary; it will greatly improve the lighting system and make it far superior to the old catroptric system formerly in use. The extension of dioptric lighting apparatus is taking place at several important stations at present.

During the past fiscal year, the branch of the Commissioner of Lights has given attention to the repairs and maintenance of lighting apparatus throughout the Dominion, also to automatic acetylene beacons, unwatched lights, automatic acetylene buoys and submarine warnings. The work of placing, maintaining and repairing these aids has been under the immediate control of the agents of the department in

the several provinces and the various superintendents of lights have supervised the work, inspected the lighthouses and delivered supplies necessary for their upkeep.

The Dominion steamers attached to the agencies employed in the buoy and lighthouse service have been regularly inspected by the inspectors to whom the work has been assigned; all necessary repairs were made and equipment and furnishings required were supplied. The transportation of building materials for lighthouses, delivery of supplies for maintenance of the lights, throughout the Dominion, and placing of coast buoys has been performed as usual. Steamers engaged in other services have received similar attention; the expenditure in connection with the upkeep of all Dominion steamers has been kept well within the appropriation of parliament for this particular service.

Construction of steamers, boats, barges and vessels, intended for a more thorough carrying out of the departmental service generally, and for replacing several vessels found unsuitable for the work in which they have been hitherto engaged, has progressed. Some of these vessels have been constructed at the Sorel shipyard and others are now being built under contract. The expansion of the lighthouse and buoy system along our coast and on the great lakes and rivers; and work in the St. Lawrence river ship channel, made it necessary to add to the number of Dominion steamers.

The changes in the pilotage system of the St. Lawrence to which you have given personal attention have been attended with beneficial results. The officers, who have direct supervision and responsibility of examinations of pilots and the management of pilotage funds, have reported upon the transactions of the year. The importance of still further raising the standard of qualifications of pilots and requiring faithful performance of duty by pilots, has been fully realized. To this end some important details of the system are receiving special attention.

The life-saving equipment at the various stations has not been as complete as has been found necessary, but improvements are now being carried out under an officer specially appointed for the duty. His recommendations have been considered, and in many cases acted upon. A number of stations require reorganization and this work is progressing.

The classification of lightkeepers and keepers of fog alarm stations has placed this service upon a better basis with regard to promotions and payments of salaries. The keepers, generally, are satisfied with the new arrangement, and complaints have ceased. The classification, as stated in last year's report has been based upon the importance of the station attended and the rank and salaries of the keepers determined by the class of the station. The improvement in the circumstances of the keepers is already bringing results in regard to a better service.

Reports from agents of the department have been received, containing valuable information concerning the details of lighthouse and buoy service, and reports upon the movements of the Dominion steamers attached to their agencies. Repairs to lighthouses, steamers, buoys, wharves, workshops, plant and equipment have been made and the delivery of building material, supplies to lighthouses and work generally has been carried out in accordance with instructions.

In the following pages of this report will be found summaries of official reports under descriptive headings, and the appendices consist of reports of officers of different branches in full. Statements of expenditure and revenue, form separate appendices of this report.

The subdivisons of the Marine Branch of the department are as follows:—

The construction of lighthouses and fog alarms by the Engineer's branch.

The maintenance of lights, gas buoys and other buoys by the Commissioner of Lights branch.

The Lighthouse Board, which decides the necessity for aids to navigation.

Dominion steamers.

The ship channel, St. Lawrence river, the Sorel works.

Meteorological and magnetic service.

Investigations into wrecks.

Board of steamboat inspection.

Cattle shipments inspection.

Marine hospitals.

Submarine signals.

Shipping under the Merchants Shipping Act.

Legislation and administration of laws relating to the Department of Marine and Fisheries.

Humane service in connection with seamen.

Wrecking plant subsidized.

Winter communication.

Removal of obstructions to navigation.

Examination of masters and mates and issuing certificates.

Pilotage.

Government of ports and proclaiming of harbours in the Dominion.

Control of harbours and government wharfs.

Dominion steamers, Marine and Fisheries.

Hudson bay and navigation of northern waters.

LIGHTHOUSE SERVICE.

Lighthouse construction work consisted of erecting concrete towers, wooden towers, skeleton towers, dwellings for lightkeepers, fog alarm buildings, oil sheds, and boathouses. In several cases piers were also built as foundations. Plans were prepared in the Engineer's branch and the following work carried out. In Nova Scotia changes and improvements were made at eight different stations, fog alarm machinery was installed at two stations, one concrete tower and one dwelling house were built. In New Brunswick repairs and improvements were made at eleven light stations, four wooden towers were erected, one pole light, one beacon and one dwelling house. In Prince Edward Island repairs were carried out at three stations and at the Charlottetown marine wharf.

In Quebec province, one fog alarm station was established, one annex was built for a fog alarm and one important station was enlarged and new machinery installed.

Repairs were completed at twenty-seven lighthouses. Five concrete towers, five wooden towers, three steel skeleton towers, three pole lights, three dwelling houses and two beacons were erected.

In Ontario, three concrete towers, three wooden towers, one steel skeleton tower, one tripod light and one pole light were erected. Repairs were made at fifteen light-stations in this province.

In British Columbia, two reinforced concrete towers were built, twelve beacons, one pole light, one semaphore and repairs completed at nine light stations and work done on the west coast trails leading to Banfield life saving station.

The total number of lights in connection with lighthouses throughout the Dominion at the end of the fiscal year was 1,291, consisting of the first, second, third, fourth, fifth, sixth and seventh order of lights, pressed bulb lights and catoptric lights. Lightships, lightboats and gas buoys are not included in the number of lights, but form a separate list of aids to navigation.

The complete list of lighthouses, land lights, and lighted buoys has been published in connection with the Engineer's branch.

During the twelve months, between the 1st of April, 1910, and the same month 1911, 'Notice to Mariners' were issued, relating to the establishment of aids to navigation, changes in established aids and improvements to lighthouse buildings, fog alarms, beacons and buoys. These notices contain valuable information and have been sent to various ports where masters of vessels can procure them for their guidance in entering ports and navigating waters in which the improvements have been made. Known obstructions to navigation, caused by wrecks and accidents to vessels, were made subjects of notices. In addition, notices were also issued for the benefit of Canadian mariners, respecting aids in waters contiguous to Canadian waters around the coast of Newfoundland, Labrador and part of the United States. Some important notices were sent out relating to changes and improvements in British and foreign waters, but these notices did not embrace all British and foreign notices received by the department. Selections only of special concern to Canadian seamen were made and included in the Departmental 'Notices to Mariners.' All hydrographic notes which reached the department, however, were embodied in Canadian notices.

The maintenance of lights forms a large item of expenditure for supplies. These supplies were delivered as usual by the superintendent of lights in the different agencies and provinces by Dominion steamers without interruption. Reports of the agents furnish details of the service at each light station. The work has far exceeded the service of former years owing to the yearly extension of the lighthouse system along our coasts, lakes and rivers. This service is becoming so much greater than formerly that the department has found it necessary to consider an addition to the fleet of steamers in British Columbia in particular, while Prince Edward Island work has been somewhat hampered by the removal of the *Stanley* to New Brunswick, where an additional boat was required for attending lights. The *Brant,* employed as a lighthouse tender in Prince Edward Island, is complained of owing to her limited size. A new steamer is under construction for the lighthouse service in British Columbia and another for the St. Lawrence river in the Montreal agency.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

Removal of sunken vessels that formed obstructions to navigation took place, but, in some instances, delay occurred due to causes over which the department had no control. In other cases, wrecks happened and formed obstructions that were not removed because the owners of the vessels, whose business it is to take action, neglected to do so or were unable. These owners were notified, where information of the occurrence of wrecks was received, and requested to have the obstructions removed promptly. The removal of obstructions by the department was done under contract as usual. The detailed account of cost of removal is included in the report of the Chief Engineer, who has control of this work. A summary embraces the removal of the schooner *Ariel* and scow which sank in Owen Sound harbour; cost of removal by contract $2,100; the steamer *Canada* sunk in Colpy bay, cost $350 for removal; tug *Lula Rae,* which sank at the mouth of Kaministikwia river, Fort William, Ontario, was removed at a cost by contract of $600.

ICE-BREAKING CONTRACTS.

The Canadian Towing and Wrecking Company, Limited, of Port Arthur, which has the contract for ice-breaking in the harbours of Fort William, West Fort William and Port Arthur, kept open these harbours until December 17, 1910, and opened navigation in the spring of 1911 when the Sault Ste. Marie canal was clear for vessels. The contract price is $30,000 for fall and spring work, and includes conveyance of certain lightkeepers from their stations in Lake Superior. Tiffin and Victoria harbours were kept open for grain vessels from open water in Georgian bay until the close of navigation by the Midland Towing and Wrecking Company, Limited, at a cost of $5,500. The supervision of this service also forms part of the work of the Chief Engineer's Branch. The detailed report of the Chief Engineer forms Appendix No. 1 of this report. Ice-breaking in the St. Lawrence river is described in the report of the Ship Channel.

ILLUMINANTS, ILLUMINATING APPARATUS AND GAS BUOYS.

In the report of the Commissioner of Lights and Buoy Service will be found a detailed account of the work done in his branch. The principal work performed was the substitution of modern dioptric apparatus, in a number of major lights, and the improvement of minor coast lights, by the installation of petroleum vapour as an illuminant. Extension and maintenance of the gas buoy and beacon service engaged the attention of the branch. The maintenance of lights and other aids throughout the Dominion, together with the installation of apparatus at new stations, was performed.

The report of the commissioner refers to the satisfactory season of 1910, in which no interruptions of importance occurred; only two losses of buoys happened, viz.: gas buoy, type No. 11, serial No. 575, was driven from its moorings and carried ashore near Centreville, N.S., and was totally lost, also a gas buoy, type No. 9½, serial No. 711, was lost from Kyuquot, B.C., and has not been recovered. One No. 11 gas buoy reported last year as having broken adrift from Southwest Head, Cape Sable, N.S.,

was recovered and repaired. A small type gas buoy sunk in 1906, in Georgian bay, was located by the C. G. S. *Simcoe* and recovered.

The lighting apparatus now in use in the Dominion lighthouse service, in which are operated distinctive lights, are known as quick-flashing lights, occulting lights, fixed lights (red and white), anchor lenses for pole lights, and a few Wingham 30-day lights. The reflectors or catoptric apparatus is used for revolving and fixed lights. The illuminants used consist of petroleum oil, oil vapour and acetylene (compressed and automatically generated in the buoys and beacons) and pintsch gas.

In the Quebec district and St. Lawrence river, pintsch gas was formerly used in the gas buoys but acetylene has been substituted throughout these districts with the exception of the illuminant used at Beaujeu bank pier light. Pintsch gas is generated by the pintsch gas apparatus from crude petroleum, at Quebec and conveyed to the pier.

Buoys are charged with calcium carbide, by officers detailed for that work at the different agencies, who perform the work under a strict code of regulations and the Dominion steamers are employed for placing and removing these buoys. The St. Lawrence river gas buoys above Montreal, and on the Great Lakes, are attended by the crews of the steamers *Scout* and *Simcoe*, supervised by expert officers. Part of the work of repairing the lighting apparatus is done at the several agencies in the maritime provinces, British Columbia, Quebec and Montreal and for the Great Lakes, Georgian bay and Upper St. Lawrence river at Prescott and Depot Harbour. The illuminants for use in the different agencies for lighthouses, gas buoys and beacons were delivered under the supervision of the Superintendents of Lights and Buoy Service as usual and no interruptions of importance have been reported.

The equipment for testing lighthouse apparatus and gas buoys at the Dominion depot, Prescott, has been usefully employed in making comparisons between one order and another. These tests have been made with a view of determining the suitability of lanterns and lighting apparatus, for the different stations, where it was decided to install new apparatus or improve the old. Combinations of machinery, one order with another have been worked out with satisfactory results. Illuminants have also been tested before extensive purchases were made and experiments made with oil, oil vapour and acetylene.

The submarine warning stations have been in full operation during the season of navigation and, as stated in the commissioner's report, with entire satisfaction to shipping. Four submarine bells attached to gas buoys with improved adjusting and durable attachments, have also given satisfaction and this type of warning may be safely recommended for more general use.

The report of the Commissioner of Lights and Buoys contains several enclosures, furnishing details of work performed during the fiscal year and a tabular statement of all light stations, lights, fog alarms, lighted buoys and beacons and the number of lightkeepers throughout the Dominion. The report of the Commissioner of Lights forms Appendix No. 2 of this report.

ST. LAWRENCE RIVER SHIP CHANNEL.

The ship channel of the St. Lawrence river between Montreal and Father Point, has a length of 340 statute miles.

The contracted part of the river which may properly be called the 'ship channel' commences at the Traverse, to which point from Montreal the distance is 220 miles. The length of the channel that actually required improvement by dredging is 70 miles, of which 64·05 miles to a depth of 30 feet at the lowest stage of the water in the river was completed at the close of navigation in 1910, leaving 5·95 miles yet remaining to be dredged.

From Montreal to Batiscan the tide does not affect the channel for navigation and therefore, to enable vessels to load to full depth, the dredging of this part of the river was first undertaken and is now completed.

The channel has a minimum width in the straight portion of 450 feet and at the curves of from 500 to 800 feet. Very deep draught vessels wait for the tide to pass Cap a la Roche and St. Augustin bar.

The work remaining to be done is about 1½ miles of shale rock at Cap à la Roche about three-quarters of a mile at Grondines; about 1 mile at St. Augustine bar, also about 1 mile of widening at Ste. Croix. Cap à la Roche will probably take from two to three years to complete, while the remainder to Quebec should be completed one year later.

The project of work below Quebec had in view a 30-foot channel at low tide at St. Thomas flats and at Beaujeu bank everywhere 1,000 feet wide.

The Beaujeu bank channel was completed in depth in 1909 and widened in 1910. The St. Thomas channel, where the material is clay and sand, is expected to be finished in 1911.

The Cap Levrard channel, formerly 300 feet wide and only 27½ feet deep, was made wider and deeper. This channel is now 450 feet wide and 30 feet deep at low water according to the datum established in 1897.

The 30-foot channel is now completed to the upper end of Cap à la Roche channel, a distance of 107½ miles from Montreal. Some progress was made during the past season in deepening the channel to 35 feet. About 3 miles of this work was done in Lake St. Peter. Owing to the greater difficulty in dredging at the increased depth more powerful machinery will be employed, and this machinery is now under construction.

The 35-foot project has been fully considered, and in the season of 1909 the first work of deepening the ship channel to that depth was begun. The main efforts, however, have been confined to the completion of the 30-foot channel in order to give vessels a depth of 30 feet in the whole channel without depending upon the tides to assist deep draught vessels to pass Cap à la Roche and St. Augustin bar.

The present plan is quite ample for the 30-foot channel, but the strain on the dredges in the greater depth has been so clearly demonstrated that it has been decided to add equipment of more substantial and effective character to the plant now in use. When the additional machinery is completed, no doubt is entertained about rapid progress being made in the 35-foot channel. When the deepening is accom-

plished the largest vessels afloat, drawing full cargo depth, will be able to reach Montreal at the lowest stage of water that is liable to exist at any season of the year.

In connection with new plant introduced in 1910 is a rock cutter, imported from Scotland and made by Lobnitz and Company of Renfrew. This rock cutter was experimented with by utilizing part of the hull and machinery of the stone-lifter formerly in use. The results were most satisfactory, showing that after the rock-cutter ram had gone over the ground the dredge could remove about 75% more material than without the aid of the ram. The operations were started at Cap Charles in the Cap à la Roche section of the channel. Upon the results obtained, it was decided to order a 22-ton rock-cutter ram of greater length for high tides in the 35-foot channel from Lobnitz and Company. The 20-ton one used in Cap à la Roche channel, where the shale rock is very hard, broke this rock without difficulty, taking an average of five blows to penetrate three feet, the penetrations being five feet apart. The value of the rock-cutter is attested by the fact that the strain on the dredges is very much less, time is saved and fewer repairs are necessary.

Two semaphores, indicating the depth of the water in their respective localities, were maintained, one at St. Jean Deschaillons for the depth in the dredged Cap à la Roche channel was put in operation on May 2, and the other at St. Nicholas showing the depth over the undredged bar at St. Augustin on May 24, 1910.

The superintendent of the ship channel records, in his report, the trip of inspection which you in your capacity as Minister of Marine and Fisheries made of the channel, accompanied by officials, representatives of the Shipping Federation of Canada, Montreal Board of Trade, La Chambre de Commerce, Montreal and Quebec harbour commissioners and representatives of the Montreal and Quebec pilots.

Another very interesting part of the work to shipowners was the commencement of dredging to the site of the proposed floating dock to be constructed in Montreal harbour. The dock basin, to be undertaken by the Montreal harbour commissioners, is some little distance from the main channel; on this account the Department of Marine and Fisheries agreed, in the interest of navigation, to dredge the approach to the floating dock, and good progress is reported, leading to the opinion that the approach to a depth of 30 feet low water of 1897 datum, and a minimum width of 750 feet, will be completed by the end of the season of 1911.

The expenditure for dredging work in the channel for the fiscal year 1910-11 amounted to $576,838.02, or 10^{39}/$_{100}$ cents per cubic yard. Total number of cubic yards dredged during the year was 5,600,050, and for maintaining, supplying new plant, shops and surveys $138,247.81 was expended. The total expenditure for accomplishing the whole work up to March 31, 1911 was $8,358,332.23; for dredging and for plant and repairs and sweeping the channel, $3,756,770.41; total, $12,115,102.64. These sums embrace the items of disbursements strictly confined to deepening and widening and sweeping the ship channel, but do not include incidental expenses charged to the Ship Channel account since the work was transferred from the Public Works department. Some of the repairs were done while the dredges were at their working localities, but all extensive repairs and overhauling were carried out at the Sorel shipyard.

One of the large items of expenditure for construction, was incurred in connection with the building of a large steel dredge at Sorel, by the department and extended

over a period included in three fiscal years. The dredge was completed and put at work in August, 1910, in the new channel being dredged to the floating dock basin, Montreal harbour. It is claimed that this dredge is one of the most powerful, if not the most powerful, known to the department, in the world.

The report of the superintendent includes several comprehensive tabular statements showing the details of the work performed, disbursements, &c., during the past year and a statement containing the cost of the ship channel since its inception. Included in the report is also a statement detailing the number and kind of dredges, tugs, scows, stone lifters, stone cutter ram and sweeping apparatus.

Sweeping of the channel was carefully performed, but no obstructions of consequence were found. The favourable natural conditions found in the bed of the St. Lawrence river, through which cuttings have been made, as well as in the deep water sections where no cuttings were necessary, have been described in former reports. The practise of sweeping is continued each year as a precaution against the filling in by silt of the cuttings, or the chance displacement of boulders that might be carried into the channel by the ice or other means. The Great Lakes act as basins that retain any sediment or debris conveyed into their waters by running streams, and no streams, emptying into the river itself, contain material of this kind to any considerable extent, therefore, no redredging has been found necessary, and no fear is entertained of any serious filling up anywhere in the channel. These facts, however, would not justify the department in overlooking all necessary precautions, and therefore, the practice of sweeping and examining the channel is kept up each season.

The report of the superintendent of the ship channel also contains a very interesting report by officer McLean, on icebreaking from Quebec to Montreal, during the winter. Mr. McLean describes the work of the *Montcalm* and *Lady Grey*, both icebreaking steamers. The work consisted of cutting channels in the narrower parts of the river, where it had become rafted or accumulated, and by detaching bodies of ice in other parts, allowing it to be carried down stream. The beneficial results are summed up by stating that flooding in the spring was prevented at certain low lying lands along shore; dredging operations were begun earlier and navigation from lower ports in the St. Lawrence river to Quebec, Three Rivers, Sorel and Montreal, was made possible sooner than if the ice had been allowed to escape in a natural way.

Twelve signal stations, with masts and cross spars, have been serviceable in connection with furnishing information to passing vessels, respecting weather conditions at any point along the river and by telephone communication with either Quebec or Montreal. This service has been valuable when orders for articles required in repairing dredges and scows have been sent to Sorel.

The ship channel has been carefully buoyed with gas and other buoys throughout the season of navigation and the lighthouses along the shore of the river have at all times been kept in a state of efficiency. This service, however, comes under the Dominion lighthouse and buoy service.

The report of the Superintendent of the ship channel forms an appendix to this report.

SOREL SHIPYARD.

The ship channel fleet is overhauled and repaired at this shipyard during the winter months and when, during the working season of the fleet any extensive repairs are required, the dredge, tug or scow requiring repairs is sent to the yard. The whole ship channel fleet, with the exception of two or three cases was put into winter quarters at Sorel in the fall of 1909 and numbered 65 vessels. Ten other crafts belonging to this department and the Public Works department were also in winter quarters at Sorel.

These vessels were repaired and made ready for the spring and summer work. It was found necessary to haul out on the slips a number of the vessels to examine the hulls and caulk the bottoms of tugs and barges. The nature of the repairs to each steamer, dredge, tug, barge and scow is described in the report of the superintendent of the shipyard.

The construction work included almost every kind of work necessary for the requirements of the department, and embraced the completion of a supply steamer, a powerful dredge, one elevator dredge, a dipper dredge, two tugs, two self-bailing life-saving motor boats, two dumping scows, a sounding scow, a steel sounding scow, a steel coal barge and installing a rock breaker for the ship channel work on a scow intended as a stonelifter.

The buildings and shops, where necessary, were repaired and painted, the narrow gauge railway was maintained in good working order; the water works system, compressed air distribution, electric power lines and telephone lines were also properly maintained. The ship hauling ways and wharves were repaired; the former needed extensive work and the deep water pier was lengthened. New machinery of a minor nature was installed and an air compressor with a 35 h.p. dynamo was placed in the boiler shop, and four transformers were installed in the power house to supply current for the new motors of the punching machines.

The expenditure at the Sorel shipyard for the fiscal year amounted to $1,174,749.55 This expenditure included the cost of repairs to the ship channel plant and construction for that service, of dredges, tugs and scows.

The report of the Superintendent of the Sorel shipyard forms an appendix to this report.

DOMINION STEAMERS.

The Dominion steamers received their usual annual overhaul and necessary repairs were made to fit them for the special work in which they are engaged. The inspector of mahcinery T. R. Ferguson, and inspector of hulls of Dominion steamers, F. McConkey, reported their work of inspection of the steamers employed in the maritime provinces and Quebec. In British Columbia inspection is done by the steamboat inspector of that province when overhauling and special repairs are made.

Owing to navigation being continued throughout the year to Halifax and several ports on the eastern and southeastern coasts of Nova Scotia, and the Bay of Fundy, the steamers *Lady Laurier* and *Aberdeen,* in the Nova Scotia agency, and the *Stanley* and *Lansdowne* in the New Brunswick agency, were kept in commission

all the year except when repairs were being made. The steamers *Quadra* and *Newington,* in British Columbia, were also engaged throughout the year in the lighthouse and buoy service.

The Quebec steamers were placed in winter quarters at Quebec, excepting the *Montcalm* and *Champlain.* The *Montcalm* made trips to the gulf in December and January, and during the remainder of the winter was engaged in icebreaking between Quebec and Montreal. The upper St. Lawrence and lake steamers of the department were placed in winter quarters. The dimensions of the various steamers, tonnage and other particulars are here given for convenient reference, while the movements are furnished for the purpose of showing the localities and service in which they were employed, and when they began and ended the season's work.

Sixteen of these vessels wintered at Quebec, and repairs were made by men employed in the department's workshops at that place. Several of the smaller vessels employed in the lighthouse and buoy service in the Montreal agency were placed in winter quarters at the Sorel shipyards and repairs made to them at the shipyard. The whole ship channel fleet also wintered at Sorel, where overhaul and repairs were done.

'Lady Laurier.'

This steamer is a twin screw vessel 214·9 feet long, 34·2 feet wide, 17·2 feet deep; 413 net, 1,051 gross tonnage and 186 nominal horse-power. She was built in Paisley, Scotland, in 1902, and is employed in the lighthouse and buoy service in the Nova Scotia agency of the department.

On April 1, 1910, the *Lady Laurier* was employed in placing buoys in Halifax harbour and continued one week in this service. On the 5th of the same month, the vessel sailed to Sable island to deliver supplies. She returned to Halifax on the 8th, and was continued in lighthouse and buoy service until July 27. From July 28 until August 12 this steamer was engaged in the submarine cable work at Yarmouth. She resumed the buoy service in those waters until August 20, when she returned to Halifax and had her hoisting gear repaired, and on the 24th resumed the buoy service. She again began the submarine operations at Yarmouth on the 29th, and on September 2 sailed to St. John, N.B., in connection with placing two large gas buoys. Her work on submarine cable laying was resumed at Lunenburg on September 10. She continued in that service until the 20th of that month, when she returned to Halifax. From that place she again engaged in lighthouse and buoy service generally, until October 19, when she sailed for Sable island with supplies. At Sable island 31 ponies, 9 barrels of cranberries and a number of passengers and luggage were taken on board, and the vessel proceeded to North Sydney, where the ponies were landed, and after taking bunker coal the steamer was engaged in the buoy service and continued in this service until January 27, 1911. The vessel was hauled to No. 1 pier, Halifax, and repairs made to boilers. On February 16 the *Lady Laurier* was again put in the lighthouse and buoy service until March 2, and then proceeded to Halifax and moored at the dockyard.

Some extensive repairs to the machinery were made in June, 1910, when the vessel was hauled out on the slip at Halifax; additional repairs were made in October and a general overhaul and repairs done in January, 1911.

'Aberdeen.'

The *Aberdeen* is a single screw steel vessel, built in Paisley, Scotland, in 1894. She is 180 feet long, 31·1 feet wide, 16·9 feet deep; 266 net, 674 gross tonnage, and 200 nominal horse-power. She is employed in the Nova Scotia lighthouse and buoy service. Her work includes placing and raising heavy coast buoys in the Prince Edward Island agency.

This steamer was undergoing repairs from March 21, 1910, until April 18. On April 19 she was placed in commission conveying coast buoys and moorings to the eastern shore of Nova Scotia, she continued working on the coast of Nova Scotia on her way to Charlottetown, and arrived at that port on May 1. Teh vessel completed the placing and charging of gas buoys in Prince Edward Island, and resumed her work on the Nova Scotia coast on May 12. The *Aberdeen* was employed in conveying building material to several lighthouses and also engaged in buoy service in Nova Scotia. On May 31 she left Halifax for Cape Freels and Cape Race, Newfoundland, with lighthouse material, calling at Sable island on the way.

This vessel was employed in lighthouse and buoy service on the Nova Scotia coast, Bay of Fundy and Prince Edward Island coast until March 16, 1911, when extensive repairs were begun at the Halifax dockyard. Minor repairs had been made throughout the year at the dockyard.

QUEBEC DISTRICT.

'Montcalm.'

The *Montcalm* is a powerful ice-breaker, specially designed for the St. Lawrence river service. She was built at Yoker, G.B., in 1904, and is a twin screw steel vessel, 245 feet long, 40·6 feet wide and 15·7 feet deep; 526 net, 1,432 gross tonnage; 406 nominal and 4250 indicated horse-power at a steam pressure of 220 pounds.

She is commanded by Captain Pelletier, carries a crew of about sixty men and is employed during the summer season delivering lighthouse supplies, landing workmen and construction materials at lighthouses and fog alarms in the Gulf of St. Lawrence and Strait of Belle Isle.

In the winter the *Montcalm* is employed in icebreaking in the St. Lawrence river, maintaining communication with Seven Islands and Anticosti, in which services she has been very successful during the past fiscal year.

She towed the White Island lightship and Lower Traverse buoy to their respective positions on the 9th of April, was ordered to go in dock for repairs on the 29th. Defective rivets were replaced, her bottom caulked, rudder coupling bolts and horse shoe plates repaired and her bottom well coated with composition.

She left the dock on June 1, made preparation for the summer service, started on July 8 with lighthouse supplies for Belle Isle Newfoundland coast, Bird Rocks, Brion island, Magdalen islands and returned to Quebec on August 6.

She sailed on September 9, for Anticosti. Baie des Chaleurs and Gaspé coast with lighthouse supplies, and on October 16 made another cruise to the north shore, west coast of Newfoundland, Bird Rocks, Gaspé and Anticosti returning to Quebec on the 31st, after which she was laid up for necessary repairs.

Resuming operations she rendered assistance to the Canadian Government steamer *Druid* in removing buoys from their stations, and on February 5 left for Seven Islands and Anticosti returning to Quebec on the 12th of the same month.

The success of this trip is especially interesting, as it shows the possibility of continuous winter communication between Quebec and those islands which have hitherto been isolated for five months each winter.

The *Montcalm* then resumed operations in the ice above Quebec. She was successfully operating there at the end of the fiscal year.

She consumed 4,983 tons of coal and sailed 14,525 miles during the fiscal year.

'Montmagny.'

The *Montmagny* is a screw steel, steam vessel, built in the government shipyard, Sorel, P.Q., in 1909. She is 212·6 feet long, 34·8 wide, 19·5 feet deep; 1,269 gross, 723 net tonnage and 148 nominal horse-power.

She was placed at the disposal of the Quebec agency for construction purposes on July 3, 1910.

She was employed exclusively in transporting workmen and materials to stations in the River St. Lawrence, Strait of Belle Isle, Baie des Chaleurs and other stations until December 9, when she sailed to Halifax, N.S., removing on her way thither, the wireless operators at Fame Point, Heath Point and Harrington, whom she landed at Sydney, and arrived at Halifax on December 9.

Landing two lifeboats and two compressors for the agency, she sailed on the 21st in search of Blond Rock gas buoy which had gone adrift. After three days the buoy was sighted and towed to Halifax.

She continued in the buoy service of the Halifax agency, until March 24, when she was hauled on the slip at Dartmouth for repairs.

Her bottom was scraped and painted, a new 'strongback' inserted, hatches, closets and canvas gear repaired and the ship was ready for sea on March 31.

'Druid.'

The *Druid* is a single screw steel vessel, built in Paisley, Scotland, in 1902. She is 160 feet long, 30·1 feet wide, 12·5 feet deep; 149 net, 503 gross tonnage and 59 nominal horsepower.

The *Druid* is in command of Captain Michel Gagnon, carries a crew of thirty-one men and is employed in the buoy service from Platon to Father Point, a distance of 185 miles. She has been constantly employed placing and keeping gas and other buoys in position, maintaining beacons and day marks. She towed the *Princess Shoal, Red Islet, White Island Reef* and *Lower Traverse* lightships to their respective stations in the spring, keeping them in position and supplies during the season of navigation and towed them to Quebec after the close of navigation.

In addition to this she carries workmen to repair lighthouses and supplies required for their maintenance and operation.

She sailed a total distance of 13,910 miles and consumed 2,239 tons of coal during the fiscal year.

'Rouville'

The *Rouville* is a screw wooden vessel, built in Sorel, P.Q., in 1906. She is 125 feet long, 26 feet wide, 14·2 feet deep; 301 gross, 144 net tonnage and 54 horsepower.

She is commanded by Captain Aristide Belanger, carries a crew of twenty men and is employed in the lighthouse construction service of this department.

About the middle of April she was docked for repairs; left dock on May 9, sailed on June 7 to Anticosti island with construction workmen and materials, and on the 22nd to several stations in the Strait of Belle Isle with a gang of construction workmen.

The *Rouville* was sent to Rivière Quelle on October 19, to replace the C.G.S. *Champlain* on the ferry service during the time the latter was being repaired; remained on that ferry until November 12, when she sailed for Anticosti island with construction and lighthouse supplies. She was sent to replace the lower Traverse lightship on December 2, after which she sailed for Louise basin for winter quarters.

'Champlain.'

The *Champlain* is a screw steel vessel, built in Paisley, Scotland, in 1904. She is 120 feet long, 30·3 feet wide and 17·6 feet deep; 225 net, 552 gross tonnage and 81 nominal horse-power.

This ice-breaker is under the command of Captain Rene Pelletier, and is employed the year round in the ferry service between Rivière Ouelle wharf on the south shore and Murray bay, St. Irénee and Cap à l'Aigle, on the north shore of St. Lawrence river.

From June 20, to September 17, she made two round trips daily and a total of 388 trips during the year. She failed to cross once in December, seven times in January, fourteen times in February, once in March—twenty-three times in all. Those failures were due to the unusually severe winter causing large quantities of heavy ice to fill the ferry route, which is eleven miles wide.

The *Champlain* has a crew of 26 men, transported 8,295 passengers, 4,758 bags of mail matter, a large quantity of freight; 1,214 meals were served to passengers and the vessel earned $6,853.20.

The *Champlain* was laid up for repairs at Quebec on May 20; was replaced by the *La Canadienne,* and returned to her route on June 20. She was again laid up on September 20, for a general overhauling in preparation for the winter service ; was replaced by the *Rouville* and returned to her route on November 11.

'Eureka.'

The *Eureka* is a single screw steel vessel, 94·7 feet long, 22 feet wide, 11·9 feet deep; 170 gross, 91 net tonnage and 40 nominal horsepower.

She was built in Glasgow, Scotland, in 1893, for the Department of Public Works, but is now in the pilotage service of this department. She carries a crew of nineteen men; was in command of Captain F. X. Pouliot up to May 10, when Captain Jean Baptiste Bélanger was placed in command. She left as usual early in the

spring for Father Point; was employed during the season in embarking and disembarking pilots, for which service she is well adapted, and returned to Quebec on November 30, for necessary repairs.

From September 13, she was under the control of Captain L. A. Demers, superintendent of pilotage, but is now under the supervision of the Quebec agency while in winter quarters.

'La Canadienne."

The *La Canadienne* is a single screw iron steamer, built in Glasgow, Scotland, in 1880. She is 154·3 feet long, 22·7 feet wide, 10·9 deep; 227 net, 372 gross tonnage and 60 horsepower.

This vessel was in the Hydrographic Survey service until the Canadian Government Steamer *Cartier* arrived, when the *La Canadienne's* officers, crew and equipment were transferred to the *Cartier,* and she was sent to replace the *Champlain* on May 10, and remained on that service until June 20, when she was turned over to the Sorel shipyard.

'Arctic.'

The *Arctic* is a single screw wooden vessel built in Kiel, Germany, in 1901, and bought by the Department of Marine and Fisheries in 1904. She is 161·4 feet long, 37·2 wide, 20·2 deep; 518 net, 762 gross tonnage and 44 nominal horsepower.

She is under the command of Captain J. E. Bernier, carries a crew of thirty-nine men and is chiefly employed in patrolling the waters of the Arctic regions.

The vessel was repaired, outfitted and provisioned by the Quebec agency and sailed for northern waters on July 7, 1910.

NEW BRUNSWICK AGENCY.

'Stanley.'

The *Stanley* is a single screw steel vessel, built in Govan, G.B., in 1888, specially for winter navigation in the Strait of Northumberland. She is 207·8 feet long, 32·0 feet wide, 17·9 feet deep; 394 net, 914 gross tonnage and 300 nominal horse-power.

At the beginning of the fiscal year the *Stanley* was laid up at St. John, N.B., undergoing cleaning, minor repairs and inspection, and left on the 4th on the lighthouse and buoy service until June 8, when she arrived in Halifax harbour. She remained at Halifax and Dartmouth until July 2, undergoing a thorough cleaning, scraping and painting. The boilers and machinery were overhauled and repaired; some changes were made in her fresh-water service and the electric light system improved. On July 7, the ship, being coaled, provisioned and otherwise fitted for an extended cruise, sailed from North Sydney on July 7 on a hydrograhphic survey trip to Fort Churchill and Port Nelson under the direction of Captain J. B. Miles, whose report will be found in the annual report of the Deputy Minister of the Naval Service.

She left Churchill on July 27 for Nelson Roads.

On August 8, the Canadian Government steamer *Earl Grey* arrived at Churchill and on August 4, the *Stanley* returned to Sydney. She sailed for Halifax on the 17th, and on the 29th sailed for Sable island; continued in the buoy and lighthouse service;

arrived at Lahave, February 9, having barques *Langen* and *Carrie Windslow* in tow; left *Langen* in shallow water; towed *Carrie Windslow* to clear water.

She left on February 14, for Magdalen islands, with 39 bags of mail, got stuck in heavy ice on the 15th. She worked her way to open water on the 17th, and freed the steamer *Bruce* from ice. She was again fast in ice off St. Paul's island on February 24, and remained in that vicinity in heavy ice until March 1. She reached St. John, N.B., on March 6.

While on a trip to Shag harbour, she lost her propeller and was towed to Sand Point by the Canadian Government steamer *Montmagny* and from thence to Halifax, where she remained until the end of the fiscal year.

'Lansdowne.'

The *Lansdowne* is a wooden steamer built at Maccan, N.S., in 1884. She is 188·6 feet long, 32·1 feet wide, 15·8 feet deep; 463 net, 680 gross tonnage and 80 nominal horsepower.

She is employed in the lighthouse and buoy service of the New Brunswick agency of this department. She was continually employed in this service during the year, except when laid up for repairs at St. John, from the 4th, to October 23.

BRITISH COLUMBIA DISTRICT.

'Quadra.'

The *Quadra* is a screw, steel vessel built in Paisley, Scotland, in 1891. She is 147·5 feet long, 31·1 feet wide, 13·6 feet deep; 265 net, 573 gross tonnage and 120 horsepower.

The *Quadra* at the beginning of the fiscal year, was employed landing construction materials for Triangle island lighthouse, recharging gas beacons and buoys in waters between Victoria and Port Simpson and continued in those waters until April 18, when she was laid up for repairs. Her decks were put in good order, new donkey boiler installed, cylinders rebored, pistons renewed, and she resumed the buoy service on June 16, from that date until June 25.

She then sailed to Queen Charlotte islands, having on board the chief engineer of the department, who made surveys of sites for new lighthouses. She landed supplies of oil to northern lighthouses, returned on July 29, overhauled and repaired Amphitrite whistling buoy; was laid up for repairs to machinery from the 1st to October 19.

From October 19, to November 1, she was landing construction materials for Nootka lighthouse, and from November 6, to December 19, was landing supplies for wireless stations and establishing new acetylene lights, recharging acetylene beacons and buoys and moving keepers from Green island lighthouse from December 29, to February 20, 1911; and for the balance of the year was establishing new aids to navigation from Victoria to Prince Rupert and lighting gas buoys.

'Newington.'

The *Newington* is a screw, iron vessel built in Hull, Great Britain, in 1889, and purchased by the department in 1908. She is 115·3 feet long, 21 feet wide, 11·5 deep; 61 net, 93 tonnage and 58 horsepower.

She is employed in the lighthouse and buoy service of British Columbia agency of this department.

'Leebro.'

The *Leebro* is a steam, screw vessel, built in Victoria, Brititsh Columbia, in 1908, and is 123·5 feet long, 28·8 feet wide, 11·1 feet deep; 323 gross, 198 net tonnage and 22 nominal horse-power.

She was chartered from the Leeming Bros., Limited, for construction, lighthouse and buoy services, at the rate of $135 per day, the company paying for all running expenses.

From the 1st, to April 22, she was on construction work under the direction of the district engineer.

From that date to June 2, was in the buoy and lighthouse supply service between Victoria, and Prince Rupert, was supplying lighthouses till October 12, when she carried men and apparatus to the new lighthouse under construction on Triangle island.

On February 11, her services were dispensed with, but she was again employed on construction work from March 1, to 11, 1911.

PRINCE EDWARD ISLAND DISTRICT.

'Earl Grey.'

The *Earl Grey* was built in 1909 at Barrow-in-Furness, Great Britain, by Vickers Sons and Maxim. This vessel is a twin screw steel steamer, 250·0 feet long, 47·7 feet wide and 24·1 feet deep. Her tonnage is 2,357 gross and 930 net, with a displacement of 3,340 tons. She is fitted with two double ended and two single ended boilers, each allowed a pressure of 180 pounds to the square inch, triple expansion engine of 800 nominal or 6,500 indicated horse-power, water ballast space of 101·11 tons, divided into nine water ballast tanks of latest type, holding in all 739½ tons weight of water. The water ballast is used in ice operations to lighten or increase the weight forward or aft.

The vessel was designed for icebreaking and winter service in carrying passengers and freight between Prince Edward Island and the mainland. A description of the *Earl Grey* was given in the Forty-Third Annual Report submitted to parliament in 1910.

On April 1, 1910, the *Earl Grey* made trips from Charlottetown to Pictou, and returned to Charlottetown, making last trip of the season.

Left Charlottetown on the 5th, for Halifax, to go on slip.

Left Halifax for Pictou on June 20.

On July 7, received orders to proceed to Quebec from Pictou.

On July 11, sailed from Pictou for Quebec and returned to Pictou on July 20.

On August 3, left Pictou for Hudson bay. August 22, at Churchill. Returning, arrived at Bay of Islands, Newfoundland, September 5. Arrived at Sydney, C.B., on September 10, to coal. On September 12, sailed from Sydney for Charlottetown and dropped anchor in harbour at 3 p.m.

On September 15, left Pictou to lay up.

Returned to Charlottetown December 11, to make ready for the winter service.

The *Earl Grey* started on the Charlottetown-Pictou route December 7, 1910, and ran on that route until January 14. On Georgetown-Pictou route until January 20. On Charlottetown-Pictou route for two days—January 20 and 21. On Georgetown-Pictou route on January 23, and 24. On Charlottetown-Pictou route on January 25, and 26. On the Georgetown-Pictou route from January 27, until March 31, 1911, the end of the fiscal year.

From January 27 to February 4, made regular trips. On February 4, broke *Minto* free and took her mails and passengers and baggage on board. On Sunday the 5th made a special trip. Made regular trips on the 6th and 7th. On the 8th, was detained at Georgetown by snow. Made regular trips from the 9th to the 14th. On the 14th, broke the *Minto* free and took her mails and passengers to Pictou, but did not arrive there until 11.25 p.m. on account of heavy weather. On the 15th detained at Pictou, loading coal and freight. Started trip on the 16th, but had to return to Pictou on account of heavy ice, arriving at Pictou at 12.20 p.m. On the 17th, had a hard trip, taking ten hours to make the run. Made regular trip on the 18th. Started special trip on Sunday the 19th, but did not make Georgetown until 8.15 a.m. on the 20th. On the 21st, started out, but had to return to Georgetown, as ice was too heavy. From the 22nd to the 28th, made regular trips. On the 28th, was detained at Pictou all day by snow storms. Made regular trips from March 1 to 6. Started trip on the 6th, but was stuck out in heavy ice all night, making port on the 7th, at 11.20 a.m. Started trip on the 8th, but stuck, not making port until 1.20 p.m. on the 10th. From the 11th to the 21st, made regular trips. On the 21st, tried for Charlottetown, but got stuck outside of Charlottetown harbour by thick ice. Had passengers and mails taken to Charlotteown by teams. Left position at 7 a.m. on the 22nd, and arrived at Pictou at 11.30 a.m. the same day. Made regular trips from March 23 until the end of the fiscal year, March 31, on the Georgetown-Pictou route.

She made 44 round trips, carried 118,532 packages of freight, weighing 5,791 tons.

Her earnings were:—

Receipts from freight			$ 8,497 38
"	"	passengers	3,571 75
"	"	berths, 977	977 00
"	"	meals, 1,404	140 40
Total earnings			$13,186 53

'Minto.'

The *Minto* is a single screw vessel specially designed for ice-breaking, carrying passengers and freight. She was built in Dundee, Scotland, in 1899, and is 225 feet long, 32·7 feet wide, 18·0 feet deep, 372 net, 1,090 gross tonnage and 216 nominal horse-power, 2,900 indicated.

On April 1, 1910, the *Minto* made trip from Pictou to Charlottetown, and returned to Pictou, April 2, making last trip of the season. Left Pictou on April 2

for the Magdalen islands. Left on return on April 4 with passengers and mail, and arrived at Charlottetown on the same day at 8.30 p.m.

Left Charlottetown on the 5th April at 8.30 a.m., to break the ice barrier in Summerside harbour. Arrived back at Charlottetown at 3 p.m.

On April 6, at the wharf at Charlottetown.

On April 21, *Minto* went to Pictou.

Left Pictou on the 26th April for Gaspé.

On May 6th, *Minto* in Harrington harbour.

Returned to Charlottetown, May 24th.

On May 30th, started on Steam Navigation Company's Service, and continued in this service until June 4th.

Sailed for Halifax on June 7th at 6.30 p.m., for alterations to deck houses, &c. Returned to Charlottetown, June 16th.

On July 4th, the *Minto* received orders to lay up at marine wharf for repairs. Repairs finished September 13th. Sailed for Pictou, September 15th, thence to Halifax, arriving there September 19th. Went on trip to the Bay of Fundy to supply lighthouses. Returned to Halifax, October 14 and laid up for repairs.

The *Minto* left Halifax, December 13 for Charlottetown to make ready for the winter service. Left for Summerside, December 16th and arrived there on the 17th, crossed to Cape Tormentine on the same day. Made two trips between Summerside and Tormentine, but was ordered to Charlottetown, as there were no facilities for handling freight at Tormentine.

The *Minto* arrived at Charlottetown, December 19 and ran on the Charlottetown-Pictou route until January 3rd, when she went on the Georgetown-Pictou route, on which she ran regularly until February 3. Was stuck in the ice from February 4th to the 9th. Then made regular trips to the 13th. Stuck from the 14th to 18th. Sunday the 19th, could not move from Pictou until the 24th, when she left but got caught in the ice and did not make Georgetown until the 27th. Was stuck out in the ice February 28 to March 1, and reached Pictou, March 2. Detained at Pictou on March 3rd. Made Georgetown on the 4th. Stuck in the ice from the 7th to the 10th and made Pictou on the 11th. Made trip on the 13th and 14th. Stuck in the ice on the 15th. Made Georgetown on the 16th, where she remained until the 18th, when she went to Pictou. Made regular trips on the Georgetown-Pictou route until March 31st, 1911, the end of the fiscal year.

She made three round trips, carried 77,196 packages of freight weighing 1,994 tons.

Her earnings were:—

Receipts from freight	$2,575 82
" passengers	1,809 25
" meals, 714	71 40
" berths	423 00
Total earnings	$4,879 47

'Brant'

The *Brant* is a wooden vessel, built in Charlottetown, P.E.I., in 1899. She is 100·4 feet long, 19·1 feet wide, 8·5 feet deep; 58 net and 142 gross tonnage and 33 nominal horsepower.

The crew joined the *Brant* on April 11, she began the placing of Charlottetown harbour buoys on the 14th, the outside buoys on the 16th; took Magdalen island buoy to Pictou on the 17th. She was constantly employed in the lighthouse and buoy service, with the exception of rendering service to fishery inspector Matheson from the 3rd to the 15th of September, and being in dry dock at Pictou for repairs from October 3rd to November 4th.

The earnings of the *Brant* consist of

Placing and lighting Charlottetown buoys	$ 80 00
Towage	200 00
Lifting Charlottetown buoys	40 00
Total earnings	$320 00

THE GREAT LAKES AND GEORGIAN BAY DISTRICT.

'Simcoe'

The *Simcoe* is a steel, twin screw vessel of 217 nominal horse power. She was built by Swan, Hunter and Wingham, Richardson, Limited, Wallsend-on-Tyne, England and launched in 1909. She is 180 feet long, 30·2 feet wide, 15·2 deep, 193·8 net, 437·63 gross tonnage.

She is employed in the lighthouse and buoy service on the Great Lakes and Georgian bay.

UPPER ST. LAWRENCE RIVER AND GREAT LAKES.

'Scout.'

The *Scout* is a wooden, single screw steamer built in Cardinal, Ontario, in 1900. She is 103·6 feet long, 25·6 feet wide, 9·2 feet deep; 70 net and 176 gross tonnage and has 27 nominal horsepower.

She is fitted with powerful search and electric lights and was used in the buoy service between Montreal and Kingston during the fiscal year.

'Reserve.'

The *Reserve* is a screw, wooden steamer, built in Buffalo, N.Y., in 1884. She is 61·8 feet long, 15·3 wide, 4·8 feet deep; 36 net, 49 gross tonnage and 30 horsepower. She is engaged in sweeping the channel, towing and attending the buoys under the control of the lighthouse depot, Prescott.

'Lambton.'

The *Lambton* is a single screw steel vessel of eight-nine horse-power; her hull was built in the government shipyards, Sorel, P.Q., in 1908-9. She is 108 feet long, 25·1 feet wide, 12·7 feet deep; 323 gross and 182 net tonnage.

Her engines are triple expansion, inverted, direct acting, with working pressure of 170 pounds to the square inch, and built by Fleming & Ferguson, Limited, Paisley, Scotland.

She is in the lighthouse, construction and superintendence services of this department.

MONTREAL DISTRICT.

'Maisonneuve.'

The *Maisonneuve* is a wooden screw steamer, built at Smith's Falls, Ontario, in 1894, and was first called the *Gladys*. She is 75·7 feet long, 9·7 feet wide and 1·3 feet deep; 18 net, 26 gross tonnage, and 9 horsepower.

This steamer is employed in lighthouse work delivering supplies, construction material and maintaining the buoy service on the lower Ottawa river, Rideau river and lakes and the Richelieu river. Her work was begun on April 30 from Sorel, where the vessel had wintered and was put in condition to perform her general service. Buoy service formerly performed under contracts was taken up by this steamer and all buoys were in position by May 25. Besides regular inspection work, materials were conveyed to several localities for construction of lighthouses, beacons and tripods. The lightships on Lake St. Louis were also put in position. All buoys were raised by November 29 and the vessel went into winter quarters at Sorel. The lightships were taken in by the *Hosanna,* which replaced the *Maisonneuve* for that work on December 2.

'Hosanna.'

The *Hosanna* is a single screw vessel, built at Sorel, P.Q., in 1893. She is 58·6 feet long, 23 feet wide, 6 feet deep; 59 net, 89 gross tonnage and nineteen horsepower. She is in the lighthouse and buoy service on the St. Lawrence river. The vessel was principally employed in conveying construction material during the season of navigation of 1910 and wintered at Sorel, where she was overhauled and partly rebuilt and made ready for the spring work of 1911.

'Shamrock.'

The *Shamrock* is a single screw wooden vessel, built in Quebec in 1898. She has been altered and improved, to suit the service in which she is engaged, several times. Her length is 117·3 feet, width 25 feet, depth 9·7 feet; her net tonnage is 161, gross 237 and her horsepower 61 nominal.

The *Shamrock* is employed in the buoy and lighthouse service on the St. Lawrence river between Montreal and Platon. Her work was begun on April 3, 1910, and continued until December 4. The vessel consumed 890 tons of coal and her trips covered 12,004½ miles of run. The *Shamrock* was put in winter quarters at Sorel, repaired and made ready for the spring work of 1911.

'Alpha.'

The *Alpha* is a single screw wooden vessel, built at Lévis, P.Q., in 1890. She is 47·5 feet long 12·2 feet wide, 4·9 feet deep; 7 net and 20 gross tonnage. She was employed in the construction branch of the lighthouse and buoy service in the St.

Lawrence river during 1910 and wintered at Sorel, where she was repaired for spring work for 1911.

'Vercheres.'

The *Vercheres* is a tug and was employed in the Montreal district in conveying construction material during 1910 and wintered at Sorel.

THE FISHERIES PROTECTION.

'Princess.'

The *Princess* is a steel, single screw vessel, built in Grangemouth, G.B., in 1896. She is 165 feet long, 26 feet wide, 17·7 feet deep; 252 net, 542 gross tonnage and 90 nominal horsepower.

She is engaged in the fisheries protection service in the gulf and River St. Lawrence.

'Curlew.'

The *Curlew* is a steel screw steamer, 116·3 feet long, 19·8 feet wide, 11·3 feet deep; 96 net, 158 gross tonnage and 50 horsepower.

She is engaged in the fisheries protection service in New Brunswick agency.

'Petrel.'

The *Petrel* is a steel, screw vessel, built at Owen Sound, Ont., in 1892. She is 116 feet long, 22 feet wide, 10·3 feet deep; 98 net, 192 gross tonnage and 50 nominal horsepower.

She is engaged in the fisheries protection service in the waters of the maritime provinces.

'Canada.'

The *Canada* is a steel, screw steamer, built in Barrow-in-Furness in 1904. She is 206 feet long, 25·1 feet wide, 13·3 feet deep; 136 net, 411 gross tonnage and 209 horsepower.

She is employed in the fisheries protection service in the waters of the maritime provinces.

'Kestrel.'

The*Kestreal* is a screw, wooden vessel, built at Vancouver, B.C., in 1903, by the Wallace Shipbuilding Company. She is 126 feet long, 24 feet wide, 12·2 feet deep, 188 net, 311 gross tonnage and 59 nominal horsepower.

She is engaged in the fisheries protection service of British Columbia waters.

'Falcon.'

The *Falcon* is a screw, wooden steamer built at Port Moody, B.C., in 1902 and was formerly called the *Ruth*. She is 70·7 feet long, 17·8 feet wide, 7·4 feet deep, 48 net, 71 gross tonnage and 14 nominal horsepower.

She is in the fisheries protection service of British Columbia.

'Georgia.'

The *Georgia* is a wooden, screw vessel, built at Victoria, B.C., in 1900. She is 60 feet long, 11·3 feet wide, 5 feet deep, 23 net, 34 gross tonnage and 12 nominal horsepower.

She is in the fisheries protection of British Columbia waters.

'Lady of the Lake.'

The *Lady of the Lake* is a single screw wooden vessel, built in Selkirk, Manitoba, in 1907. She is 105 feet long, 18·5 wide, 8·9 feet deep, 155 net, 201 gross tonnage and 13 nominal horsepower.

She is employed in the fisheries service on Lake Winnipeg

'Alcedo.'

The *Alcedo* is a single screw vessel, built at Ballard, Washington, U.S.A., in 1905. She is 69·7 feet long, 16·8 feet wide, 7·6 feet deep; 47 net, 70 gross tonnage and 16 nominal horsepower. She is employed in the fisheries protection on the Pacific coast.

'Restless.'

The *Restless* is a single screw wooden vessel, built at New Westminster, B.C., in 1906. She is 71 feet long, 17 feet wide, 7 feet deep; 53 net, 76 gross tonnage and 16 nominal horsepower.

She is engaged in the fisheries protection service on the Pacific coast.

'Hudson.'

The *Hudson* is a single screw wooden vessel, built at St. John, N.B., in 1903. She is 57·7 feet long, 12·5 feet wide, 4·7 feet deep; 23 net, 34 gross tonnage and 7 nominal horsepower.

She is employed in the fisheries service in New Brunswick waters.

'Ostrea.'

The *Ostrea* is a single screw wooden vessel, built in Charlottetown, P.E.I., in 1902. She is 50 feet long, 13 feet wide, 4·5 feet deep, and is employed in the oyster culture service in Prince Edward Island waters.

'Nelson.'

The *Nelson* is a wooden steamer. 64 feet long, 13·8 feet wide and 6·6 feet deep; 19·46 gross tonnage and 8·16 nominal horsepower.

'Thirty-three.'

Thirty-three is a steel boat, 80 feet long, 18·1 feet beam, 8·3 feet deep; 79 gross, 33 net tonnage and 160 indicated horsepower. She is employed in the fisheries service in Nova Scotia.

REPORT OF ICE BOATS AT CAPE TRAVERSE, P.E.I., AND CAPE TORMENTINE, N.B.

This service opened February 15th and closed March 25th. Twenty-nine trips were made from Cape Tormentine and thirty from Cape Traverse.

Passengers carried, 65.

Earnings	$ 152 00
Cost of service	7,132 58

During the year seven ice boats were repaired at Cape Traverse at a cost of $168. Two ice boats were sent to Canadian Government steamer *Stanley*. Six boats remain at Cape Tormentine. Thirteen boats remain at Cape Traverse.

BUOYS AND BEACONS.

Buoys as a general thing cause more anxiety than other aids to navigation owing to the probability of displacement by gales and collision of vessels. During the past year no serious accidents have happened to the buoys causing removal during the season of navigation. It must be mentioned, however, that two losses occurred with regard to gas buoys. Serial No. 575 was driven ashore near Centreville, N.S., and proved a total loss, also gas buoy type No. 9½, serial No. 711, was lost from its position at Kyuquot, B.C., and has not been recovered. One No. 11 gas buoy, which broke adrift from Southwest Head, Cape Sable, the previous year, was recovered and repaired; also a small type gas buoy which was lost in Georgian bay in 1906 was recovered by the government steamer *Simcoe*.

The inspection of buoys in the different provinces was carried on as usual. The coast buoys, consisting of automatic whistling, combined gas and whistling buoys, combined gas and bell buoys and gas buoys, whistling buoys, bell buoys and steel can and conical buoys were placed, maintained and removed by government steamers. Lengthy reports of this work have been received from the agents of the department, who report the satisfactory carrying out of this service.

The large number of spar buoys maintained in harbours and channels under contract was still further increased by additions made to mark dangers hitherto unmarked. The most important work in connection with the buoy service was the substitution of gas buoys for many unlighted buoys, and, in many cases, of a higher class of buoy. Navigation has been improved on the coasts of Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, Quebec and the Great Lakes by placing gas buoys in locations where buoys had not formerly been placed. Notices to mariners were issued giving information to shipping.

The St. Lawrence river buoy service was carried out with care, and several changes were made which improved navigation. There are now in the Montreal district 68 gas buoys, 33 iron and 163 spar buoys, all numbered for position and painted red or black, according to port or starboard side of the channel coming up stream; the red on the starboard side and black on the port side.

In the Nova Scotia district there are 30 gas buoys, 17 whistling buoys and 41 bell buoys, besides a number of can and conical buoys, all known as coast buoys.

In the New Brunswick district there are 23 gas buoys, 4 whistling buoys and 7 bell buoys, coast buoys.

In the Prince Edward Island district 6 gas buoys, 2 whistling buoys and 1 bell buoy, with several can and conical buoys, comprise the coast buoys.

In the Quebec district the coast buoys number 37 gas buoys, 1 whistling buoy, 1 bell buoy and a number of can and conical buoys.

In the British Columbia district the number of gas buoys has been increased to 18; there are 2 whistling and 2 bell buoys also in this district, all of which are classed as coast buoys.

In Ontario there are 78 gas buoys, 1 whistling and 3 bell buoys. In this province, on the Great Lakes and upper St. Lawrence river, a large number of gas buoys have been placed owing to the great amount of inland shipping. Of the 78 gas buoys above mentioned 16 were placed in the lower Detroit river as part of the extension of the new aids to navigation in that river now under the control of the department; 20 unlighted spar buoys were also added to improvements in this water way.

In addition to coast and harbour buoys, the day and lighted beacons have been attended to by the department's steamers. In British Columbia there are now 35 acetylene beacons and a number of day beacons. The unwatched beacons, on the coast of British Columbia, were found necessary as the coast extends for so many miles north from Victoria and Vancouver that the placing of buoys in position would involve the maintaining of an undue number of steamers for that purpose alone. The beacons are visited periodically and charged with calcium carbide. In the near future the beacons in the northern parts of the province will be attended from the depot now under construction at Prince Rupert.

The report of the Commissioner of Lights and Buoys, which forms an appendix to this report, contains an enclosure (No. 3) of all gas buoys in operation throughout the Dominion during the fiscal year 1910-11. Other information relating to buoy and beacon service will be found in the same report, and a tabular statement of all aids to navigation that were in operation during the year.

The coast buoys have, during the year, been regularly inspected by officers of the Dominion steamers and superintendents of lights, at the various agencies. The acetylene buoys have been regularly charged with carbide and repairs have been made at the agencies when the buoys have been raised.

Harbour buoys have, as usual, been under inspection of harbour masters whose duty it is to see that the contractors place and maintain the buoys in a proper manner before payment is made. The following list of harbour, river and channel buoys indicates the number, approximately, kept in position during the year.

The total expenditure for buoy service in the different provinces amounted to $136,180.70, and by provinces as follows:—

Nova Scotia	$ 13,363 96
Prince Edward Island	3,679 85
New Brunswick	24,944 54
Quebec	12,658 10
Montreal district	47,382 62
Above Montreal	14,245 73
British Columbia	19,905 90
	$136,180 70

SESSIONAL PAPER No. 21

List of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1910.

ONTARIO DISTRICT.

	No. of Buoys.
Amhersburg, including Bois Blanc	38
Bay of Quinté (two contracts and Govt. Str.	19
Bears Rump	1
Big Duck island, bell buoy	1
Blind river	4
Byng inlet	7
Campbell rock	1
Collingwood	15
Clapperton channel, 1 beacon and	9
Georgian bay	13
Green shoal, Govt. Str.	1
Goderich	4
Hawkesbury, Govt. Str.	16
Kaministiquia	9
Lake Erié and Detroit river	67
Lake of the Woods, including bell buoy	183
Lake Simcoe	5
Lake Superior, including bell buoy	8
Little Current	10
Lone Rock, gas and bell buoy	1
Lake Timiskaming	3
Midland	6
Murray Canal and Presqu'île bay	23
Napanee	14
Niagara, bell buoy	1
North Sisters rock	4
Orillia, 11 bushes	7
Parry Sound, Govt. Str.	32
Pembroke	23
Pointe au Baril, beacons 15	4
Penetangnishene	10
Port Arthur	12
Port Rowan	10
River Thames	8
Rondeau	6
Sault Ste. Marie	21
Sault Ste. Marie, canal approaches	25
Sault Ste. Marie, gas buoys	5
Seine river and Grassey lake, piles	30
Seine river	10
South Bay-Mouth	4
Stokes bay	6
Sturgeon bar, gas buoy	1
Saugeen, river	9
Sturgeon river	26
St. Clair river, gas buoy	1
Sarnia, gas buoy, 1	3
Southampton, gas buoy	1
Timagami lake, 4 beacons and	31
Trenton, Govt. Str.	13
Victoria island, Lake Superior	3
Waubashene	37
Winnipeg river	13

QUEBEC AND MONTREAL DISTRICT.

Amherst harbour	8
Anse à Gascons	1
Anse à Beaufils	1
Barachois de Malbaie	1
Bonaventure	9
Cap Chat	1
Cape Cove	1
Cap Meule	1
Carleton Point	1
Chicoutimi	21
Cock Point	1
Chaudière basin	7
Cape Despair	1
Douthes point	1
English Bay	3
Eschourie rock	1
Fox river	1
Gaspé	6
Grand Entry	17
Griffin Cove	1
Gros Cap-aux-Os	1
House harbour, Magdalen islands	7
Lake Timiskaming, viz:—	
Opemigon narrows	4
Montreal river	3
North Timiskaming, bushes and	9
Couvrettes camp	1
Browns point	1
Ville Marie channel, bushes	
Lake St. John—	
River Ashapmuchuan	
River Mistassini	
River Peribonka	
Roberval harbour, including beacons	118
Lake St. Louis	20
Little river east	1
Little river west	1
Lachine rapids	7
Magdalen islands	5
Maria	1
Matane	2
Mont Louis	1
New Richmond	3
North channel, Island of Orleans	13
Nouvelle	2
Paspebiac	1
Pentecost	1
Percé	2
Pearl Reef, Mag. Islands, bell buoy	1
Port Daniel	1
Portneuf	9
Restigouche river	10
Restigouche river, gas buoys	6
Richelieu river, balises	37
Petit Rocher	2
Richelieu river, St. Antoine to Chambly	35
Richelieu river, above St. Johns	21
Rigaud river	7
Rivière à la Pipe, Lake St. John	8
Rivière des Prairies	10
Ste. Adélaïde de Pabos	1
Ste. Anne river	1
St. Michel	4
St. Thomas	8
St. Godfroy	1
St. Lawrence river, between Platon and Montreal, gas buoys	68
St. Lawrence river, between Platon and Montreal, unlighted buoys	196
Serpent reef	
St. Placide, in charge of Govt. Str.	52
Timiskaming North	9
Timiskaming	13
Ville Marie	1

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

QUEBEC AND MONTREAL DISTRICT—*Con.*

	No. of Buoys.
Maintained by Quebec agency, gas buoys including combined	37
Maintained by Quebec agency, unlighted buoys, can and conical	44
Maintained by Quebec agency below Quebec bell buoy	1
Maintained by Quebec agency below Quebec, whistling buoy	1

NEW BRUNSWICK DISTRICT.

Bathurst	26
Baie Verte and Port Elgin	36
Bay du Vin	13
Beaver and Blacks harbour	9
Black Brook, Miramichi river	3
Black Land gully	12
Buctouche, 34 stakes and	22
Buctouche river, bushes and buoys	260
Bartibogue, 12 bushes	1
Campobello	10
Caraquet	21
Cocagne, stakes, 30 and	11
Dalhousie and Restigouche	11
Digdequash	5
Dipper harbour	3
Dorchester	3
Grande Anse	4
Grand Lake	32
Grand Manan, 1 spindle and	28
Great Shemogue	7
Hatfield point, bushes	
Harvey	7
Hopewell cape	1
Kouchibouguac and Black river, bushes	
Little Aldouane, 25 bushes and	5
Lepreau	3
Letite and Back bay, 1 spindle and	14
Little Shemogue, 1 beacon and	5
Little Shippigan	12
Magaguadavic	13
Maquapit and French lakes, 20 stakes and	4
Miramichi, 9 winter buoys, 1 lightship and	24
Miscou	9
Musquash	7
Neguac	21
Neil harbour	1
Northeast arm, 24 stakes and	8
Northwest arm, Miramichi	10
Northwest arm, 24 stakes and	8
Ox island, St. John river	5
Petit Rocher	2
Pisarinco	2
Pokemouche, number of bushes and	7
Quaco (maintained by C. G. S.)	3
Richibucto and Albion	33
Richibucto, Rexton and Browns yard	30
Salmon river	15
Shediac	18
Shediac, North of island, 20 bushes and	2
Shippigan, 17 pickets, 14 bushes and	20
St. Andrews	14
Ste. Croix ledge, maintained by C.G.S.	11
St. John river	77
St. Louis, 35 bushes	8
St. Simon, bay Caraquet	4
Tabusintac	20
Tracadie, South Gully, 30 bushes and	5
Tracadie, 100 bushes, North Gully	11
Tynemouth creek	3
Washademoak, 144 bushes and	2
Waweig river	2
West Isles, 4 spindles and	23
Whistling 4, gas 23, bell 7, and can and conical buoys are maintained by C. G. steamers.	

PRINCE EDWARD ISLAND DISTRICT.

Bay Fortune	3
Beach point	3
Bedeque	11
Belle river	1
Brae harbour	5
Brudenell river	4
Cardigan, Lower, 7 summer and 2 winter buoys	7
Cardigan, Upper	20
Cascumpec, 12 stakes	14
Charlottetown, 20 stakes	21
Covehead	3
Crapaud, stakes and	6
East river (Hillsboro')	17
Egmont bay, North, 16 stakes	6
Egmont south, 8 stakes and	2
Georgetown	14
Goose harbour	2
Grand river, 1 beacon and	12
Grand river, lot 14	8
Indian rocks	1
Little channel	3
Malpeque	16
Miminegash	6
Montague	10
Murray harbour	42
New London, 14 stakes and	9
Orwell and Vernon river, 36 bushes	6
Pinette, number of bushes and	5
Port Hill	12
Pownal	7
Rollo bay	3
Rustico	5
Savage harbour	4
Souris	5
St. Peters harbour	10
Summerside	10
Tignish	4
Tracadie	7
West point	1
Wood island	1
Maintained by agency, bell buoys	1
Maintained by agency, conical and can	8
Maintained by agency, gas	6
Whistling	2
Zephir rock (N.B. waters) gas only	1

List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

NOVA SCOTIA DISTRICT.

	No. of Buoys.
Advocate harbour	6
Apple river	8
Arichat	20
Argyle river and sound	9
Avon river	6
Amherst basin	4
Barrington	36
Bear river	17
Beaver harbour, 8 winter buoys and	8
Blandford	5
Bridgewater	10
Brulé	5
Canning or Habitant river	6
Canso and St. Andrew passage, 28 winter buoys and	31
Cape Negro or Northeast harbour	17
Cariboo	6
Chester	25
Cheticamp	13
Chezzetcook and Petpiswick	6
Christmas island and Barra strait	11
Clarks cove, West bay	3
Clarks harbour	17
Cockerwit pass and Woods harbour	20
Cooks cove, Toby cove	4
Calf Island bay	5
Crooked channel	5
Crow harbour	3
D'Escousse and Lennox passage	27
Digby and Annapolis, 5 winter buoys.	15
Dover	4
East Dover	3
East Bay, Bras d'Or	8
Eskasoni	4
Fourchu harbour	11
French Village, St. Margarets bay	5
Great Bras d'Or	8
Gillis point, Boulacet	1
Guysborough	3
Glace bay	4
Hay cove	14
Harbour au Bouche, 6 stakes	4
Ingonish, South bay	7
Isaacs harbour, 9 winter buoys and	12
Indian harbour	4
Indian Point, Bar Channel	3
Jeddore, 5 winter buoys and	11
Jegogan	7
Judique	1
Ketch harbour	6
L'Ardoise	5
Lahave	10
Little Narrows	10
Little Dover	9
Little Bras d'Or	2
Liverpool	3
Lockeport	6
Lunenburg	8
Lunenburg, back cove	9
Lunenburg, middle south	16
Louisburg	7
Liscombe, 4 winter buoys and	6
Mabou	19
Mahone bay and Chester, Govt. Str	12
Main-à-Dieu	6
Margaree harbour, 2 stakes	9
Merigomish	6
Marie Joseph, 10 winter buoys and	13
Monsellier, 4 stakes and	6
McKinnon harbour	6
Musquodoboit	7
Martins brook	6
Meteghan river	2
Northport	11
North Sydney	5
Neils harbour	1
Parrsboro	6
Petit de gras, 6 winter buoys and	14
Pictou	6
Pope Harbour	1
Port Félix	11
Port Hood	7
Port Le Tour	15
Port Medway, Govt. Str	9
Port Phillip	12
Port Morien	2
Port Hébert	12
Pubnico	21
Pugwash	9
Prospect Lower	10
Port Mouton	9
Port Bickerton, 3 winter buoys and	5
Pennant harbour	9
Pringles harbour	4
River John, stakes	3
Roseway	3
St. Anns	5
St. Mary river, winter buoys and	9
St. Mary river, up to Sherbrooke, 5 winter buoys and	18
St. Peters bay, 4 winter buoys and	16
St. Peters inlet	10
Sambro	12
Shag harbour	15
Sheet harbour, 5 winter buoys and	9
Shelburne	25
Ship harbour, 5 winter buoys and	11
Ship rock	1
Shulee	8
Smiths island	2
Sydney	2
Shad bay	4
Sober island to Ecum Secum	21
Spry bay	6
Stoney island	6
Tangier, 7 winter buoys and	4
Tatamagouche, 46 stakes and	18
Terrence bay	3
Tor bay, 8 winter buoys	19
Three fathom harbour	5
Tidnish, stakes and	5
Tusket (two contracts), 3 spindles	30
Tancook island	3
Upper Prospect	4
Wallace	15
Walton harbour	1
West bay	5
West Dublin and Crooked channel	13
Westport	3
Weymouth	13
Whitehead, 5 winter buoys and	9
West Chezzetcook	7
Yarmouth, 38 bushes and	12
Maintained by agency—	
Whistling buoys	15
Bell buoys	42
Steel conical and can buoys	192
Gas buoys	6
Combined gas and bell buoys	6
Combined gas and whistling	27
Light vessels	2
Submarine bell signal stations	3
Submarine bells attached to gas buoys.	2
Spar buoys, about	1,000

Liste of Unlighted Buoys in the Waters of British Columbia.

Name of Buoy.	Position.	Description.
Hesquiot..	Fairway harbour ent	Steel, whistle, white and black, vertical.
Half-tide rock	Hecate passage, Clayoquot sound	Platform, ball, red.
North bank	" "	" drum, black.
Vargas rock	" "	" ball, red.
Meares spit	Deception channel "	" black.
Stubs spit	Stubbs spit, "	" "
Browning passage	West end of pass "	Spar, red and black bands.
"	North shore bank "	" black.
"	Middle bank "	" red.
Hankin rock	Mosquito harbour "	Platform, red and black.
Round island (north)	Round island bank "	Spar, black.
Round island (south)	Templar channel "	" red.
Templar channel	Village island "	Steel, can, drum, black.
Amphitrite point	Carolina channel, Barclay sound	Whistle, steel, red.
Sutton rock	Uchuelet harbour "	Platform, red and black.
Rosedale rock	Race rocks, Juan de Fuca st	Steel, can, black.
Whale rock	Esquimalt harbour	Spar, red and black.
Patterson rock	"	Platform, black,
Canteen	"	" red.
Channel rock	Victoria harbour	" ball, black.
Songhees rock	"	Spar, black.
Hospital rock	"	Platform, ball, black.
Shoal point	"	Spar, red.
Victoria inner harbour	"	" red and black.
Johnstone reef	Haro strait	Steel, can, black.
Darcy shoal	"	" "
Sidney spit (e)	Sidney channel	" "
Sidney spit (w)	"	" conical, red.
Sidney wharf (s)	Shoal off Sidney wharf	Spar, red.
Sidney wharf (n)	" "	"
Sidney rock	Rock off Sidney wharf	Platform, red.
Eastern buoy	Pender canal	Steel, conical, red.
Western buoy	"	" black.
Colbourne passage (s)	Colbourne passage	Platform, drum, black.
" (n)	"	" ball, red.
Celia reef	Shute passage	Steel, conical, red.
Entrance point	Satellite channel	" "
Batt rock	Ganges harbour	" can, black.
Benmohr rock	Trincomali channel	Platform, ball, black.
Governor rock	"	" "
Victoria rock	"	Steel, can, red and black.
Virago rock	Porlier pass	Spar, black.
Porlier pass fairway	"	Bell, steel, black and white.
Grappler reef	Houston passage	Steel, can, black.
Indian reef	Stuart channel	" "
False reef	"	" can, red and black.
White rock	Trincomali channel	" conical, red.
South east	False narrows	Spar, red.
East	"	" black.
Middle	"	" red.
West	"	" black.
Rosenfelt reef	Strait of Georgia	Steel, can, cage, black.
Gossip reef	Active pass	Bell, steel, black.
Canoe pass	Robert bank	Stell, can, black.
Sand heads	Channel across Sandheads	5 steel, conical, black.
		8 " conical, red.
First Narrows	South side of Narrows	Spar, red.
Burnaby shoal	Vancouver harbour	"
Second narrows	"	Steel, can, cage, black.
Reef point	Strait of Georgia	Spar, red.
Welcome point	Welcome pass	"
Tattenham ledge	"	Spar, black.
Snake island reef	Strait of Georgia	Steel, conical, red.
Horswell reef	"	" "
Clark rock	Inner channel	Steel, can, black.
Entrance	Nanaimo harbour	Platform, black, triangle.
Oyster harbour	Stuart channel	Platform, black.
Sawmill point	Ladysmith	" ball, black.

List of Unlighted Buoys in the Waters of British Columbia—*Con.*

Name of Buoy.	Position.	Description.
Boat harbour	Stuart channel	Steel, conical, red.
Entrance point	" "	" "
Reynold point	" "	Spar, red.
Danger rock	" "	"
Gallows point	Nanaimo harbour	Platform, ball, red.
South channel	" "	" diamond, black.
Middle bank	" "	" ball, red.
South channel (w.)	" "	" diamond, black.
Satellite reef	" "	" ball, red.
Middle bank (s.w,)	" "	Spar, red.
Middle bank (w.)	" "	"
Carpenter rock	" "	Platform, ball, black.
Mill stream	" "	" black.
Passage rock	Newcastle Island passage	" "
Departure bay reef	Departure bay	" ball, red.
Dorcas rock	Dorcas point	Spar, black.
Hornby Wharf reef	Lambert channel	"
Reef bluff (s.)	Baynes Sound	Steel, conical, triangle.
Reef bluff. (w.)	"	" red.
Village point	"	" triangle.
Grassy point	"	Steel, can, black.
Kelp bar (w.)	"	Spar, red.
Kelp bar (e.)	"	"
Atrevida reef	Malaspina strait	"
North reef	North end, Texada island	Spar, black.
Shark spit	Marina island	Steel, conical, red.
Whaleton rock	Whaleton Bay	Spar, red.
Siwash rock	Johnston strait	" black.
Ripple reef	" "	Steel, can, red and black.
Swan rock	Addenbrooke point, Fitzhugh sound	Spar, black.
Walbran rock	Telegraph passage	"
Bloxam rock	" "	"
Centre bank	Skeena river	Steel, nun, red.
Hazel point	Middle passage	Spar, red.
Kitson bank (1)	Prince Rupert approach	Steel, conical, red.
Kitson bank (2)	" "	" "
South Porpoise	"	Spar, red.
North " (1)	"	" black.
" " (2)	"	" "
" " (3)	"	" "
Tree bluff	Chatham sound	Steel, can, drum, black.
Ellinor rock	Prince Rupert approach	" red and black.
Kestrel rock	"	Spar, black.
Petrel rock	"	Can, steel, black, cage.
Tugwell reef	Metlakatla	Spar, black.
Harbour channel (w.)	"	Platform, black.
Harbour channel (e.)	"	"
Sparrowhawk rock	Cunningham passage	Steel, can, red and black.
Hankin reefs	" "	Platform, red.
Dodd passage	Port Simpson	Spar, black.
Harbour reefs	"	Steel, conical, red.
Lion point	Portland canal	" conical.
Salmon river	"	" can, cage.
Portland canal flats (1)	"	Platform.
" " (2)	"	"

In addition to the above list of unlighted buoys 18 gas buoys are maintained and regularly charged with calcium carbide. These acetylene buoys are similar to the standard acetyelne buoys used in eastern waters.

METEOROLOGICAL SERVICE AND MAGNETIC OBSERVATIONS.

The number of persons in receipt of pay from the Meteorological Service, for various duties performed in connection therewith has been 251. Of this number 25 have been employed in the central office and these together with a few at outside stations, devote their whole time to the work of the service; others are occupied in observing during only a portion of each day and others again, are employed only to attend to the display of storm signals when notified.

Since the issue of the last report new stations have been opened in the different provinces, viz., in British Columbia, four stations of class 2, three stations of class 3; in Alberta, five stations of class 2, fourteen stations of class 3; in Saskatchewan, thirteen stations of class 2, six stations of class 3; in Keewatin, two stations of class 1; in Manitoba, three stations of class 2; in Ontario, one station of class 1, four stations of class 2; in Quebec, two stations of class 2, three stations of class 3; in Nova Scotia, one station of class 1, one station of class 2; in Prince Edward Island, one station of class 2; in Newfoundland, one station of class 1.

There are now in the Dominion, Newfoundland and Bermuda 469 stations from which either daily, weekly or monthly meteorological reports are received. The work at the majority of these stations is performed voluntarily by the observers who have been supplied with instruments and appliances. Much of the knowledge of the climatology of Canada is due to the zealous efforts of the observers.

Stations reporting by telegraph to the central office for the weather map have been increased and Vancouver and Prince Rupert, in British Columbia, have been substituted for New Westminster and Port Simpson.

The storm signal display stations now number 99 and at seven other ports, signal masts are in course of erection.

During the year, many of the stations were inspected by officials from the central office, and localities visited with a view of the extension of the service. Several stations on the Mackenzie river were visited, also Norway House, station, Keewatin and York Factory and Fort Churchill, Hudson Bay.

The new central meteorological office is admirably adapted for the requirements of the service.

The climatological report for 1908, is in the hands of the printer and the manuscript for 1909, is ready for printing. The other publications including the daily weather map, monthly weather review and map, have been issued regularly. Forecasts to the number of 14,945 were issued from the central office, of these 86·1 per cent were verified. In the Pacific coast division, 4,823 forecasts were issued, of which, 83·2 were verified; 1,690 storm warnings were issued to ports on the Great Lakes and Atlantic coast, 91·1 were verified. Warnings and forecasts were regularly issued to Newfoundland.

The stations organized in 1908, in the valley of the Mackenzie river, together with those on the shores of Hudson bay, make it possible to draw the isobars with fair accuracy, to the most northerly confines of Canada.

The time exchanges between Toronto, Quebec, Montreal and St. John, N.B., have been carried on. Signals continue to be automatically repeated from land telegraph

to the wireless station at Camperdown, N.S, and these signals are picked up when ships are far from land.

The equatorial telescope at the central station has been chiefly used in obtaining maps of the sun's surface. Photograph work was tried in May and June of Halley's comet, and one or two good pictures were obtained.

The report of the Superintendent of the Meteorological and Magnetic Service forms an appendix to this report.

WRECKING PLANT.

The yearly subsidies were paid to contractors when they became due and proof shown of the maintenance of the plant in readiness to render assistance, in cases of casualties to vessels. The amount of the subsidy to each contractor is $10,000 per annum, paid semi-annually.

The contracts were made for a period of five years with each contractor. For the lower St. Lawrence, the contract was made with Messrs. Geo. T. Davie & Sons, Levis, P.Q., headquarters of the salvage plant at Quebec; for the maritime provinces with the Dominion Coal Company, headquarters of the salvage plant, North Sydney, C.B.; for British Columbia. the British Columbia Salvage Company, headquarters for the salvage plant, Victoria.

The following is a list of vessels assisted or salved by the plant of the Dominion Coal Company, Limited, during 1910-11—

April 27.—Sent tug *Douglas H. Thomas* in search of small sail boat containing two men reported off Flint island; boat being in disabled condition and storm approaching.

May 4.—Sent tug *Douglas H. Thomas* to the assistance of SS. *Ellen* which steamer grounded on south bar near the entrance of Sydney harbour, but came off at high tide without assistance. Tug stood by in case her services were required.

May 30.—Tug *Douglas H. Thomas* pulled stranded schooner *Ida M.* off the shore in Great Bras D'Or lake.

June 1.—Tugs *Douglas H. Thomas* and *C. M. Crauchan* ashore at Baulene and all stood by ready for service for some considerable time.

June 6.—*Tug Douglas H. Thomas* was despatched to Langly Doons, Mnq.. to render assistance to schooner *Winnifred,* ashore there.

June 8.—Sent tug *C. M. Winch* to assistance of SS. *Heathcote* reported ashore near Sydney Mines.

June 19.—Sent tug *Douglas H. Thomas* and SS. *Louisburg* to assistance of stranded steamer *Heimdal* at Sable Island.

June 22.—Offered services of SS. *Cacouna* to stranded steamer *Prinz Oscar,* ashore at Point Armour in Gulf of St. Lawrence.

June 28.—Tug *C. M. Winch* pulled loaded steamer *Sygna* off shore in Sydney harbour.

September 14.—Tug *Douglas H. Thomas* pulled schooner *Nyanza* off rocks near Cranberry Head.

September 23.—Tug *Douglas H. Thomas* rendered assistance to stranded schooner *Myrtle V. Hopkins* near Cranberry Head.

September 29.—SS. *Louisburg* picked up two dories off Glace Bay belonging to fishing vessel *Shamrock* and delivered them to owners.

October 3.—Tug *Douglas H. Thomas* salved schooner *Bessie* in Sydney harbour after later had parted her moorings in storm and was drifting in helpless condition.

October 8.—Sent *Douglas H. Thomas* to assistance of stranded schooner *Roseway* in Strawberry cove, Anticosti.

October 22.—Tug *Douglas H. Thomas* was sent to assistance of trawler *Nordcaper,* which was flying signals of distress off Lowpoint lighthouse, and towed her safely to port.

November 3.—Tug *Douglas H. Thomas* was sent to assistance of stranded schooner *Cora* on Petries ledges, off Sydney harbour.

November 4.—Tugs *Douglas H. Thomas* and *C. M. Winch* and steamer *Cape Breton* pulled off steamer *Harlow,* ashore in Sydney harbour.

November 5.—Tug *Douglas H. Thomas* pulled schooner *Baulene* off rocks on Petries ledges.

November 29.—Received report of steamer off Glace Bay flying signals of distress. *Douglas H. Thomas* was despatched to her assistance.

November 29.—Tug *Douglas H. Thomas* towed disabled schooner *Georgi Campbell* from Port Aux Basque to North Sydney.

January 1.—Tug *Douglas H. Thomas* towed disabled schooner *J. B. Hodgkins* from Bay St. George to North Sydney.

January 29.—Tug *Douglas H. Thomas* was despatched to assistance of schooner *Theodore Roosvelt,* which was flying signals of distress off Sydney harbour, and towed her to North Sydney.

March 24.—Tug *Douglas H. Thomas* and steamer *Louisburg* were sent to the assistance of passenger steamer *Bruce,* which stranded at Main-a-dieu. Passengers were taken off by SS. *Louisburg* and brought to Louisburg. Mails and baggage were salved by *Douglas H. Thomas.*

The services rendered by the plant of Messrs. George T. Davie & Sons—

Str. *Murray Bay,* SS. *Prinz Oscar,* C.G.S. *Gulnare,* Construction Dredge Company's SS. *General Wolfe* and Messrs. M. P. & J. T. Davis' *Caisson.*

The services rendered by the British Columbia Salvage Company, Limited during 1910-11—

May, 18-25, tug *Tartar* sunk at Lund, B.C., raised vessel and brought her to Esquimalt.

May 15.—*John L. Card,* raising vessel sunk in Victoria harbour.

August 5.— Tug *Sadie.* Salving vessel from rocks at Beechy Head.

August 26 to September 11.—*Princess May* ashore in Lynn canal. Raising vessel and bringing to Esquimalt.

October 21.—SS. *Bangor* ashore Bedford island. Going to her assistance and standing by.

November 18-23.—Tug *Hope.* Raising vessel sunk in Nanaimo harbour.

December 2.—*Northwestern* ashore at San Juan island. Raising vessel and taking to Seattle.

December 19.—*Prince George* ashore off northern entrance Vancouver narrows. Going to her assistance and towing off.

January 26-27.—SS. *Tees* rendering assistance to vessel ashore near Wreck bay, West coast.

February 3.—*Titania* rendering assistance to vessel ashore at Turn Point and bringing to Victoria.

January 26.—*Cottage City.* Going to assistance of vessel ashore near Cape Mudge, Valdez island.

MONTREAL HARBOUR COMMISSIONERS.

In the year 1910 a greater amount of work was done than in any year since the inception of harbour improvements in the port of Montreal.

Amongst the work begun, completed, and put in operation was the construction of a high level railway extending from Victoria pier to Molson's creek. Twelve subway approaches to the harbour have been built and are open to the public, replacing twelve level crossings. Grain elevator No. 2, to have a storage capacity of 2,000,000 bushels, is being erected by the harbour commissioners under the superintendence of Mr. John S. Metcalf. This work it is expected will be completed by the 1st of May, 1912.

The enlargement of Victoria pier, and the creation of a market basin for river craft has been advanced. The basin will give a low level quay length of 4,800 lineal feet on the inside and five ocean steamers, berths, built to high level, on the outside.

Preliminary arrangements have been made with Vickers Sons & Maxim, Limited, for a floating dry dock at Molson's creek in the harbour. At this point it is intended to create an area of land of thirty acres with a protected basin for the dock and the establishment, if necessary, of a high level coal handling terminal in the eastern part of the city.

The permanent concrete wharf extension, planned for the Dominion Coal Company at Hochelaga, has been completed. The usual harbour dredging and considerable constructional work, has been done by the engineering department of the commissioners.

The Canadian Northern Steamship Company inaugurated a steamship service between Montreal and Bristol, England, during the year. The steamers *Royal George* and *Royal Edward,* 12,000 tons each, have kept up a successful fortnightly service between the two ports mentioned.

The *Saturnia* of the Donaldson line was put on the Glasgow route and the Canadian Pacific Railway Company inaugurated the New Zealand-Australia service ; these additions to the passenger and freight service of the port have been eminently satisfactory.

The season of navigation, of the St. Lawrence river route, was the driest in many years and the depth of water reached its lowest stage earlier than usual, but the steamers of all lines navigated the river to Montreal day and night successfully until the month of November.

The report of the harbour commissioners contains references to special visits of the Governor General of Canada, Lord Brassey and a delegation of the Chamber of Commerce of Bristol, England, at different periods, who independently inspected

the port and gained a knowledge of what has been accomplished towards making Montreal a great seaport.

The harbour commissioners have been able to record general improvements in vessel accommodation, appliances for loading and discharging freight and for warehousing, delivering, and railway transfer of goods.

The traffic department shows an increase of 1,500 cars of freight loaded and discharged directly into vessels and sheds, over the previous year. This increase took place notwithstanding the heavy decrease in apple shipments of 384,000 barrels, representing about 2,000 cars, as compared with 1909. The high level tracks under construction were sufficiently advanced to allow them to be used. Two new locomotives were purchased, making five in all in use, by the traffic department. A building for the accommodation of the locomotives was under construction, and the building of the high level tracks interfered with the handling of freight, but, as the construction is now complete, additional business will be derived from the traffic between the several railway terminals.

The total number of miles of railway track on the harbour commissioners property is 28·865 miles. This railway system connects with the Canadian Pacific, Grand Trunk and Canadian Northern terminals, and freight is conveyed, from one railway to another and from each railway to vessels at the wharves.

Elevator No. 1 was fully utilized, its service was rendered more valuable by the construction of a second marine tower. The total quantity of grain elevated amounted to 14,906,569 bushels, the greatest since its construction and being 3,000,000 bushels in excess of 1909. The conveyor equipment from the elevator to the sheds and into vessels was finished during the year. The great advantage of these conveyors has been shown by the facility with which grain can be loaded into compartments of vessels, whilst loading of package freight, or discharging of cargo, can be carried on at the same time and thus give despatch to the loading and discharging of vessels.

The greatest quantity of grain in store at the elevator at any one time was 1,021,107 bushels. In addition to the operations at the elevator, a number of floating elevators, purchased from the Montreal Grain Elevator Company, were used to facilitate the grain movements by the commissioners. The floating grain elevators are placed between grain vessels unloading and the vessels receiving cargo.

The sheds number 14 and consist of a ground floor and upper story. Elevators have been put in use during the year to raise articles in quantities from the lower floor to the upper one for storing purposes. The freight handling hoists from holds of vessels have been working with satisfaction and are effective. Freight can be delivered to cars or wagons, when not stored in the sheds, by means of transporters with cantilever arms. The arms are long enough to extend out of the sheds on the harbour side and take cargo from the hatches of ships. The transporters can be travelled on carriages to the other side of the sheds, and articles lowered to wagons or railroad cars. Freight is also placed upon the floors of the sheds when hoisted, or taken from the floors and lowered into the vessels.

The demand for more shed room has led to the consideration of building four (4) more on the Tarte pier in the east end of the city.

The electric power for lighting the sheds and wharves has been obtained from the Montreal Light, Heat and Power Company, and unlimited power has always been available.

Dredging, filling in and excavation have been carried on extensively; new areas of land have been added to the property of the commissioners; the channels have been widened at certain points. In the scheme of extensions, attention was given to enlarging the central part of the harbour, thereby giving more accommodation.

In connection with the new plant purchased is a powerful dredge and a powerful ice-breaking tug for winter operations.

Fire protection has not been neglected, but an equipment provided and maintained by the commissioners is available in case of fire on board vessels or at any part of the harbour property.

The life-saving appliances have been increased and the older portions made more effective.

The seventy-five (75) ton floating crane has justified its purchase by the amount of heavy lifting to which it has been applied.

The extent of the wharfs at the end of 1910 has been stated in the report to be as follows:—

For vessels drawing 30 feet and over	3·540 miles
For vessels drawing 25 to 27½ feet	3·000 miles
	6·540 miles
For vessels drawing 20 feet and under	0·594 miles
Total wharf accommodation	7·132 miles

The receipts and disbursements in connection with revenue account, as is shown by the statement of the secretary of the harbour commissioners, shows a balance of revenue over disbursements. The revenue was also in excess of 1909, and is as follows for the calendar year:—

	1909.	1910.
Wharfage on imports	$208,927 55	$258,996 20
Wharfage on exports	97,733 00	94,077 34
Wharfage on local traffic	75,636 58	86,798 76
Switching cars	104,266 43	124,801 79
Rentals, harbour, sheds	101,500 00	100,599 97
Grain elevator, No. 1	65,987 90	92,428 55
Rentals, harbour tracks and properties	31,351 70	34,057 29
Floating crane	2,369 00	3,067 32
	$687,772 16	$794,827 22

A new source of revenue sprung from the operations of the floating elevators purchased from the Montreal Grain Elevator Company. This revenue amounted to $41,287.95, which added to the above revenue, makes a total of $836,115.17. The disbursements charged to revenue account amounted to $812,668.92.

The amount disbursed on capital account was $1,454,926.93, divided as follows:—

High level railway	$ 406,409 95
Grain Elavator, No. 2	360,441 53
New Victoria pier and market basin	269,017 90
Improvements, eastern section	137,495 72
Floating elevators, plant account	100,000 00
Sundry items	181,561 83
	$1,454,926 93

The total debenture indebtedness of the corporation is $14,292,000, of which $1,872,000, is to the public, and $12,420,000 to the Dominion government, upon which the average rate of interest if 3·21 per cent.

The following statement of shipping tonnage which arrived in the port of Montreal is taken from the tabular statement of the harbour master for 1910.

	Number.	Tonnage.
Transatlantic ships	411	1,658,414
Vessels which arrived from the Lower St. Lawrence and maritime provinces	336	574,808
Vessels from inland ports	13,636	4,327,799
Total	14,383	6,561,021

The increase of tonnage over the previous year was 1,503,114 tons.

Navigation opened on April 1, 1910, and closed December 7.

TORONTO HARBOUR COMMISSION.

Toronto harbour was clear of ice on March 20, 1910, which was seven days earlier than it opened in 1909. Navigation was closed for 81 days or three days longer than in the previous year. The last vessel before the closing of navigation arrived in the harbour on December 5.

Three thousand four hundred and two vessels of 1,582,961 registered tonnage entered during the season of 1910, an increase of 461 vessels and 102,669 registered tons over last year's shipping.

The harbour buoys were placed in position on March 26, five days earlier than last year; and raised on December 8, or seven days earlier than last year.

The lights at the Queen's wharf were lighted, for the first time on March 28, and were discontinued on December 8.

Much dredging was done. A new cut was dredged to Haney & Miller's new dock and dredging done at the Alexander Brown Milling Company's wharf slip.

The storm signals were resumed on April 5 and continued to be of much aid to navigators, mostly all the predictions concerning approaching storms being verified.

Very extensive repairs were made on the eastern entrance to the harbour, an area of 32 x 34 feet on the north and 101 x 40 feet on the south end of the east pier was rebuilt of concrete.

Good progress has been made on the improvements to the western entrance to the harbour and should be completed during the coming year.

The minimum depth of water in the channel is now 18 feet low water.

The receipts for the fiscal year were $14,891.71; the expenditure, $13,417.51, leaving a balance of $1,474.20 for the year.

A detailed report of the harbour commissioners will be found in the supplement to the Annual Report for 1910.

THREE RIVERS HARBOUR COMMISSION.

The Harbour Commission of Three Rivers is composed of:—P. A. Drolet, Esq., chairman; Joseph L. Fortin, Esq.; L. P. Normand, Esq.; L. E. Dufresne, Esq.; J. A. Peltier, Esq.; George Balcer, secretary.

The wharf accommodation extends from the west bank of the St. Maurice river to the ice-breaker, a distance of about 5,500 feet. Within this distance there are several wharfs; the St. Maurice Lumber Company's wharf used for local and inland waters traffic, and with one berth for ocean-going steamers; the harbour commissioners wharf with accommodation of 1,350 feet, the depth of water at the front being from 30 to 35 feet, and reserved exclusively for ocean vessels. The commissioners have another wharf, 490 feet in length with 25 feet depth of water. This is used for passenger and freight lines.

The Richelieu and Ontario Navigation Company's wharf is between the two last mentioned, is used by the steamers of that company.

A private wharf lies between the 300 foot one of the commissioners' and the government new dock, which is 2,000 feet long, built of concrete and intended exclusively for ocean traffic, the water along its front being 30 feet deep.

The commissioners' wharf is from 200 to 275 feet wide and the government wharf, from 200 to 300 feet, the area of the latter being over 500,000 square feet.

The old Grand Trunk wharf and the one at Cap de la Magdaleine also accommodates large freight and passenger traffic.

A railway line runs along the water front and branches connect the port with manufacturing centres.

The port is also directly connected with the most important trunk lines of the country, and facilities for loading and unloading freight from cars to the vessels and from the vessels to the cars have been provided.

On the south side of the harbour there is no railway siding.

The port is favourably situated for shipping, the channel being from 30 to 50 feet deep along the wharfs with very little current and a roadstead from 1,200 to 1,500 feet wide.

Fifty-three steam vessels, with a registered tonnage of 113,000 tons, registered at the port during the season of navigation—a gain of six vessels and 13,000 tons over last year's shipping. This increase is in ocean shipping; the number of inland vessels decreased from 1,179 in 1909 to 772 in 1910. This decline was largely due to the great quantity of pulp wood shipped from the province of Quebec in 1909.

This large export was due to the knowledge that the Quebec legislature would pass a law prohibiting the export of pulpwood from Crown lands. This law, now in force, has stimulated the pulp industry at Three Rivers and surrounding districts.

The import of coal from the maritime provinces continues to increase notwithstanding the fact that many factories are using electric power. The harbour commissioners report that the last year was the most prosperous in the history of the port.

The total receipts for the year were $31,683.95; the total expenditure for the year was $17,877.10.

A full report of the harbour commissioners will be found in supplement No. 1 to the report of 1910.

NORTH SYDNEY, N.S., HARBOUR COMMISSION.

The members of the commission are:—Messrs. Peter J. M. McDonald, M. W. Lawlor and William Hackett, secretary.

The toal number of vessels which registered at the port of North Sydney during the year was 2,200, with a total registered tonnage of 1,434,014 tons, a decrease of 25 vessels, but increase of 43,395 tons on the previous year's shipping.

The Dominion Coal Company shipped from their pier at North Sydney 1,743,031 tons coal. The Nova Scotia Steel and Coal Company, Limited, shipped 529,487 tons coal and 144,891 tons ore.

The Dominion Iron and Steel Company, Limited, received 947,000 tons iron ore, limestone and other material, and shipped 63,000 tons of steel rails during the year.

The receipts amount to $6,564.35; the expenditure to $3,297.47, leaving a balance on hand of $3,266.88.

A detailed report will be found in supplement No. 1 to Marine Report for 1910.

PICTOU, N.S., HARBOUR COMMISSION.

The Harbour Commission is composed of Messrs. J. R. Brown, W. A. McIntosh, J. C. Reid and D. A. Barry, commissioners, and Henry G. Ives, secretary-treasurer.

The number of vessels entered was 913, with a total tonnage of 212,676 tons.

The revenue for the year amounted to $1,175.60; the expenditure to $265.85, and the balance in the Bank of Nova Scotia is $909.75.

A full account of the transactions of the commission will be found in supplement No. 1 to the Marine Report for 1910.

BELLEVILLE, ONT., HARBOUR COMMISSION.

The importation for the year was 14,589 tons coal, 1,125 tons merchandise, 20 M laths, 164,000 ft. lumber, 51 cords wood, 70 bbls. oil and 2½ tons hay.

The exports were 13 M shingles, 1,121 tons merchandise and 1,754 boxes cheese.

The harbour dues amounted to $1,872.89; disbursements, $23.95; balance on hand, $1,848.94.

The total receipts of the harbour commissioners for the year was $2,282.73; the expenditure for the same period $2,231.90. The amount deposited to the credit of the commissioners was $50.83.

The total amount deposited to the credit of the sinking fund was $2,803.84.

QUEBEC HARBOUR COMMISSION.

New landing sheds were erected on the tidal harbour and river fronts of the pier to replace the buildings on Point-à-Carcy pier, which were destroyed by fire on October 16, 1909. A new shed, No. 19, was erected; a larger shed was erected to replace No. 21, increasing the floor area by 5,280 sq. feet, and the wharves where burnt were cleared and repaired. Two new tracks were laid from the car ferry to the Dalhousie street lines, and a building erected on the cross wall containing the commissioners stores and a police station.

The custom house pond has been dredged to a depth of 15 feet at low water for the purpose of establishing a pontoon berth for the accommodation of coasting vessels; a new carriage roadway has been completed, and a new railway line, 5,400 feet long, has been laid along the western end of the 'embarkment.' The two roads have added 87,000 square feet to the ground used for coal storage.

Shed No. 20 was enlarged, railway lines between the shed and dock front put in good order and additional lights installed. All the railways of the commission were put in thorough repair, the docks repaired and a Strauss Bascule bridge to open the entrance to the wet dock will soon be constructed.

The cross wall drawbridge was operated for the first time, the past season on April 2, and closed for the last time on December 7.

Navigation was open in the harbour all winter. The *Montcalm* left the custom house basin for the lower St. Lawrence on March 3, and returned on the 6th. This steamer, in conjunction with the *Lady Grey* succeeded in opening navigation between Quebec and Montreal on April 3.

The ice in the river St. Charles broke up on April 9.

Six hundred and three ocean-going steamers besides a large number of steam barges and schooners, berthed in the Louise docks and at the breakwater and Point-a-Carcy wharfs.

The last passenger and mail steamer the SS. *Montcalm* arrived in the harbour on November 2, and left on November 27.

Three hundred and forty-seven vessels of a total tonnage of 1,578,135 tons register entered the different docks and landed 283,413 tons of cargoes.

Ninety-five vessels of a total tonnage of 341,633 tons register and cargoes of 26,525 tons left the harbour during the season of navigation.

The increase of vessels in 1910 over 1909 was 33 vessels, 257,692 registered tonnage and 68,846 tons freight inwards and 6 vessels, 246,627 tons register and 5,279 tons freight outwards.

Thirty thousand eight hundred and three R.S. lumber and timber were shipped in 1910, against 28,741 in 1909 or an increase of 2,062 R.S. lumber and timber.

Lower ports steamers, 2,861 tons, cargo shipped 10,065 tons, 157,487 bushels of grain and 148,060 railway ties were landed.

Ten thousand four hundred and ninety-seven first-class, 43,963 second and 107,870 third class passengers were landed during the year ending December 31, 1910.

The total revenue for 1909 was $102,165.84; 1910 was $121,036.84, an increase of $18,871.

The total revenue for the year was $121,036.84; the expenditure, $117,007.16 and the surplus $4,029.68.

MONTREAL PORT WARDEN.

The river St. Lawrence was officially declared to be free from ice on April 4, being 15 days earlier than last year.

The Longueuil ferry began regular service on April 1, 1910.

The Dominion government steamer *Lady Grey* arrived in the port of Montreal on April 3, and the *Wobun* passed Quebec for Three Rivers and the *Kronprinz Olaf* arrived from Sydney on April 11.

On May 17, the SS. *Manchester Mariner* passed outward through the Straits of Belle Isle, which is considered the earliest on record.

The wireless telegraph stations in the gulf, and the numerous signal stations in the river St. Lawrence, have greatly facilitated early navigation through the Straits of Belle Isle.

A fortnightly service has been inaugurated between Montreal and Avonmouth, Great Britain, by the Canadian Northern Railway's 'Royal Line.'

The *Royal Edward* and the *Royal George* make fast and regular trips on this route, during the season of navigation.

The year has been remarkably clear of accidents to shipping between Montreal and Quebec, only one serious accident having occurred.

Three hundred and ninety-nine transatlantic or foreign sea-going vessels, with a total tonnage of 1,638,581 tons, reported at the Port Warden's office during the year, against 367 vessels with 1,425,173 tons last season, an increase of 32 vessels and 213,408 tons.

Three hundred and thirty-three vessels of all classes, with a tonnage of 570,705 tons entered from the lower ports, against 292 vessels and 468,422 tons in the previous year, an increase of 41 vessels and 102,283 tons, 99 vessels of all classes with a tonnage of 73,681 tons, against 109 vessels of 71,655 tons, a decrease of 10 vessels and an increase of 2,026 tons over last year, cleared from Montreal to the lower ports.

The total revenue of the port warden's office for the year was $27,888.93 and the expenditure $11,407.64, leaving a balance of $16,481.29.

WRECKS AND CASUALTIES.

Two hundred and thirty-nine sea-going vessels were reported as wrecked, partially wrecked, suffered serious or slight damages to ship, rigging or cargoes.

The tonnage in this way affected was 147,595, the total damage $864,010 and the number of lives lost 85. Of the total number of vessels, 58 were total wrecks with a loss of $481,300, while 57 vessels were very slightly, or not damaged, having in most instances been stranded in storms and escaped without any material harm. One hundred and twenty-four vessels were partially wrecked with a loss of $382,710.

Twenty vessels were reported as totally wrecked in inland waters, with a loss of $480,400; 42 were partially wrecked with a loss of $225,170 and 20 vessels slightly damaged, or in some instances incurring no loss. The number of vessels affected was, therefore 82 vessels of 63,970 tons, loss $705,570 and 16 lives.

The report of wrecks and casualties for the year ending June 30, 1910, but a few vessels wrecked in 1908 are recorded in the last report, which will be found in appendix No. 44 of Supplement No. 1 to this report.

PILOTAGE.

Reports for the calendar year 1910, have been received from 21 pilotage authorities. They are published in supplement No. 1 to this report and contain information respecting the number of pilots, the number of vessels piloted and the financial transactions.

The number of pilots in active service according to those returns is 314 and the amount earned $417,412.96. Deducted from the earnings are the expenses of each pilotage authority for transacting the business of the pilotage district and for decayed pilotage funds where these funds exist.

Name.	No. of pilots.	Gross receipts.
Buctouche, N.B.	6	$ 163 50
Caraquet, N.B.	6	288 80
Halifax, N.S.	29	34,780 22
Miramichi, N.B.	20	11,208 67
Montreal, P.Q.	50	81,868 83
Northport, N.S.	2	107 50
Nanaimo, B.C.	7	34,027 05
New Westminster, B.C.	1	906 78
Parrsboro, N.S.	5	558 00
Pugwash, N.S.	7	785 00
Quebec, P.Q.	84	130,228 14
Restigouche, N.B.	7	5,458 61
Richibucto, N.B.	5	
Richmond, N.S.	3	
Shediac, N.B.	3	763 81
St. Ann's, N.S.	4	544 00
St. John, N.B.	23	37,895 62
Sydney, N.S.	35	32,067 00
Vancouver, B.C.	6	29,223 37
Victoria, B.C.	4	14,054 98
Westport, N.S.	7	2,483 08
	314	$417,412 96

The Montreal and Quebec Pilotage districts are under the direct control of this department and under the supervision of Captain L. A. Demers, general superintendent of pilotage.

According to his report, the 50 pilots made 882 trips inward and 833 outward and received as fees $81,868.83. The amount earned by tour-de-rôle pilots was $11,526.46. Seven hundred and nineteen sea-going vessels, 310 lake steamers, 34

schooners and 12 barges, tugs and steam yachts, reported at the pilotage office during the year. Eleven pilots were pensioned, one was dismissed and one resigned.

The number of pilots in active service for and below Quebec is 84; apprentice pilots, 14; pilots pensioned, 6; the number of pilotages effected was 1,841, and the total earnings $130,228.14.

SICK AND DISTRESSED MARINERS.

Under the provisions of the Canada Shipping Act, chapter 113, Part V, s. 384 R.S., dues of 1½ cents per ton, registered tonnage, are levied on every vessel entering any port of the provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia. The money thus collected forms the 'Sick Mariners Fund.' Vessels of the burden of 100 tons and less pay duty once in each calendar year, and vessels of more than 100 tons, registered tonnage, three times in each year.

The officers and seamen of all fishing vessels not registered in Canada do not pay sick mariners dues nor participate in the benefits accruing therefrom, but such vessels registered in Canada may pay dues and participate in the benefits, and if of more than 100 tons only for the voyage at the beginning of which payment has been made, but such vessels shall enjoy the same rights and benefits as are enjoyed by vessels which pay dues and are not engaged in fishing.

The Sick Mariners Act does not apply to the province of Ontario, so no dues are collected from vessels in that province.

At the port of Quebec sick mariners are cared for at the Jeffery Hale and the Hotel Dieu hospitals at a per diem allowance of $1.50 per seaman, including medical attendance and board.

At the port of Montreal sick seamen are cared for at the General hospital and at the Notre Dame hospital—the charge per diem at each institution being $1.50 per seaman, including board and medical attendance.

At the port of Chicoutimi, sick seamen are cared for at the hospital of St. Valier at a per diem charge, including board and medical attendance, of $1.20 per seaman.

Marine hospitals are maintained in Louisburg, Yarmouth, Pictou, Sydney and Lunenburg in the province of Nova Scotia, and the sick seamen at Halifax, N.S., are cared for in Victoria General hospital at $1.50, including board and medical attendance, per diem for each seaman.

At Charlottetown, Prince Edward Island, sick seamen are cared for at the Charlottetown and the Prince Edward Island hospitals under arrangement made by the department with the managers of those institutions for a per diem charge per man of $1.50 including board and medical attendance.

The marine hospital of Victoria, British Columbia, has a medical superintendent and a keeper, each of whom receives $600 per annum. The keeper receives $5 per week for board and attendance of each seaman.

At Vancouver, sick seamen are attended at the Royal Columbian hospital at a cost of $1 per day for each seaman.

At Nanaimo, B.C., sick mariners are treated at the Nanaimo hospital at $1 per day each for board, nursing and lodging, the medical officer receiving a salary of $600 per annum.

At St. John, N.B., sick seamen are attended at the General Public Commissioners' hospital at a cost of $1.50 per day for each seaman.

A marine hospital is operated and maintained by the department at Douglastown, N.B. The medical officer receives a salary of $400 and the keeper $250 per annum.

Where no hospital is maintained in any part of the maritime provinces, Quebec and British Columbia, the collectors of customs are authorized to care for sick seamen entitled to receive the benefits of the Act.

Statement of receipts and expenditure on account of 'Sick and Distressed Seamen' from the fiscal year 1900 to 1910, both inclusive.

Year.	Receipts.	Expenditure.
1900	$59,971 84	$32,743 30
1901	59,783 34	34,944 93
1902	65,853 83	51,827 12
1903	64,851 55	48,151 48
1904	61,778 29	50,801 78
1905	58,372 34	51,000 18
1906	60,183 90	50,120 42
1907	44,704 59	34,362 11
1908	69,364 45	59,957 92
1909	53,732 31	66,349 26
1910	55,567 41	54,859 50

The total amount of salaries paid to medical officers during the year 1910 was $14,540.32. The number of seamen treated was 3,234, being 395 less than last year, and the number of days treatment given was 26,084. The total amount spent for services of physicians, not including salaries, and travelling expenses, drugs and board, was $33,939.

The report of C. H. Godin, M.D., medical superintendent of marine hospitals, forms an appendix to this report.

SHIPPING AND DISCHARGE OF SEAMEN.

The irregularity with which shipping masters send in returns renders it impossible to make a correct statement of the number of seamen shipped, discharged, the amounts annually collected or a comparison of each year's transactions.

The statistics by provinces of the shipping masters' offices which have sent in returns for the year ending December 31, 1910, are as follows:—

	Shipped. Seamen	Discharged. Seamen	Collected. Fees
Quebec	3,689	1,710	$ 2,372 50
New Brunswick	1,995	850	1,256 25
Nova Scotia	8,234	5,988	5,605 50
Prince Edward Island	238	44	156 20
British Columbia	2,579	2,477	2,220 80
Total	16,735	11,069	$11,611 25

A full statement of shipping master's transactions at each port from which returns have been received, for the year ending December 31, 1910, are contained in supplement No. 1 to the Annual Report for 1910.

MERCHANT SHIPPING.

A supplement to the 'List of Shipping' is published every month, and those affecting the list, and issued up to date, are included in that volume.

The total number of vessels remaining on the 'Register' book of the Dominion on December 31, 1910, was 7,904, measuring 750,929 tons, being an increase of 136 vessels and 32,376 tons as compared with 1909. Of this number the steamers on the register book were 3,332, with a gross tonnage of 554,974. Assuming the average value to be $30 per net registered ton, the value of Canadian registered tonnage on December 31, 1910, was $22,527,870.

The number of new vessels built and registered in the Dominion of Canada during last year was 294, measuring 22,283 tons net register. Estimating the value of the new tonnage at $45 per ton, the value of new vessels amounts to $1,002,735.

Two hundred and forty-seven vessels were removed from the register book during the year.

It is estimated 40,070 men and boys were employed during the year 1910 on ships registered in Canada.

MARINE SCHOOLS.

Seven marine schools have been maintained during the year ending March 31, 1911, which, with the number of lectures and total daily attendance at each, are as follows:—

Halifax, N.S., 32 lectures, 249 total daily attendance.
Yarmouth, N.S., 30 lectures, 260 total daily attendance.
Collingwood, Ont., 29 lectures, 296 total daily attendance.
Midland, Ont., 13 lectures, 120 total daily attendance.
Victoria, B.C., 35 lectures, 645 total daily attendance.
North Sydney, N.S., 32 lectures, 182 total daily attendance.
Vancouver, B.C., 34 lectures, 933 total daily attendance.

Two hundred and five lectures have thus been delivered, with a total daily attendance of 2,685, being one lecture less than delivered last year and 13 more in total attendance.

The late Captain Toge delivered lectures at Montreal, Quebec, Three Rivers and Sorel, which were fairly well attended, but only Victoria and Vancouver, B.C., fully realize the value of the means for acquiring knowledge the department places at the disposal of mariners.

Full particulars are contained in Captain Lindsay's report which forms an appendix to this report.

MASTERS AND MATES.

Examinations for all grades of certificates of masters and mates are held at thirteen offices throughout Canada, the names of which, with that of examiners and other particulars, will be found in Captain Lindsay's report which forms an appendix to this report.

Four hundred and sixty-four examinations for the various grades of certificates were held; 364 candidates passed and 100 failed. Only eight men presented themselves for sight test.

During the year ending March 31, 1910, 13 sea-going certificates of competency have been issued to masters, 11 to mates and 26 to second mates; 193 inland and coasting certificates of competency to masters and 113 to mates have been issued. Of the 193 masters' certificates of this class, 26 were temporary, and the total receipts were $4,314.50 and expenditure $6,662.52.

During the year ending March 31, 1911, 19 sea-going certificates of competency were issued to masters, 12 to mates and 14 to second mates; 74 coasting certificates of competency to masters, 50 to mates; 36 inland waters certificates of competency to masters and 40 to mates; 1 master's coasting certificate of service and 22 masters' temporary certificates were issued.

The total receipts amount to $4,446.61 and expenditure to $5,801.62.

Full details respecting masters' and mates' certificates are contained in an appendix to this report.

CORRESPONDENCE AND RECORD BRANCH.

The records branch of the department embraces the receiving and despatching of letters. The letters and telegrams received are registered, numbered, stamped with date received, indexed, placed on files, and the files charged and distributed to the officers who take action upon the letters and telegrams. Copies of letters are placed upon the files, and the files examined to ascertain if all letters have been answered or acknowledged, and then they are discharged and placed in receptacles.

The registering of letters consists of entering the number of the file and a brief synopsis of the subject of the letter; the indexing includes pages of personal names in a book, and the card system, locality names, subjects and vessel names. The number of communications received during the year was 44,922.

The letters and telegrams despatched are copied in letter press books and indexed. The number of letters despatched during the year was 33,000. The increase in the numbers of letters received and despatched during the last ten years shows the growth of the work of the department and consequent increase of staff, as a whole, including the records branch. An establishment book is maintained in this branch in which the names of all employees of the department are recorded.

The letters received in 1901 numbered 18,741 and despatched 13,000, while in the past year 44,922 were received and 33,000 despatched.

There has been a slight falling off in the number of letters received in the department during the past year, due to the transfer of several branches to the Naval Service Department.

INSPECTION OF LIVE STOCK SHIPMENTS.

The inspectors of live stock shipments have reported regularly and furnished a statement of cattle, sheep, horses, hay and grain shipped to the United Kingdom from the ports of Montreal and St. John, N.B.

It will be seen that the total number of cattle and sheep shipped was less than last year and much less than previous years, going as far back as 1902-3.

The shipments from Montreal were as follows: Cattle, 72,555; sheep, 248, and 497 horses.

The shipments from St. John, N.B., were 3,301 cattle, 2,508 sheep, 19 horses.

The statement of live stock shipments forms an appendix to this report.

STEAMBOAT INSPECTION.

All passenger steamboats over five tons gross are tonnage are subject to inspection yearly of boilers, machinery, hulls and equipment according to the rules of steamboat inspection.

Every freight steamer of more than one hundred and fifty tons gross is subject to inspection yearly, according to the rules of steamboat inspection for boilers, machinery and hulls.

Freight steamers, tug boats and steamers used for fishing purposes, under one hundred and fifty tons and more than five tons gross tonnage, are subject to inspection of boilers and machinery, according to the rules of steamboat inspection.

At present there is no fee charged for inspection except upon steamers registered elsewhere than in Canada when engaged in carrying passengers between Canadian ports and not holding a British Board of Trade certificate. The fee is then, in Canada, eight cents on the gross tonnage of such foreign steamer.

Canadian registered vessels inspected during the fiscal year numbered 1,812; gross tonnage, 466,799. Vessels inspected, but not registered in the Dominion, numbered 159; gross tonnage, 213,830 tons. The amount of fees collected for inspection was $3,944.70.

The total expenditure in connection with inspection amounted to $42,818.47, but part of this expenditure was for inspection of Dominion steamers and fog-alarms. The report of the chairman of steamboat inspection forms an appendix to this report.

STEAMBOAT INSPECTORS.

Edward Adams, Chairman	Ottawa, Ont.
J. A. Thomson	Victoria, B.C.
H. G. Robinson	Vancouver, B.C.
A. E. Hopper	Vancouver, B.C.
W. J. Cullum	Victoria, B.C.
G. P. Phillips	Kenora, Ont.
J. Dodds	Toronto, Ont.
J. B. Stewart	Toronto, Ont.
E. W. McKean	Collingwood, Ont.

T. P. Thompson.. .. .. Kingston, Ont.
W. Laurie.. .. .. Montreal, Que.
L. Arpin.. .. .. Montreal, Que.
F. X. Hamelin.. .. .. Sorel, Que.
N. A. Currie.. .. .. Halifax, N.S.
C. E. Dalton.. .. .. St. John, N.B.
J. H. Fontaine.. .. .. Quebec, Que.

HULL INSPECTORS.

J. C. Kinghorn.. .. .. Victoria, B.C.
W. Evans.. .. .. Toronto, Ont.
M. R. Davis.. .. .. Kingston, Ont.
P. Duclos.. .. .. Quebec, Que.
C. W. Seely.. .. .. Halifax, N.S.
I. J. Olive.. .. .. St. John, N.B.
S. D. Andrews.. .. .. Collingwood, Ont.

WORKSHOPS.

Workshops are maintained by the department at Sorel, Halifax, Quebec, Prescott, and Parry Sound. The workshops at Sorel are of course the most important as construction of vessels is carried on at the shipyard as well as the making of repairs to vessels. Several separate buildings have from time to time been erected for the proper division and performance of the work. The buildings consist mainly of the office, draughting room and general store, boiler shop, machine shop and power house for electric plant, blacksmith shop, joiner shop, boat building and general woodwork shop, sawmill including planing machine and moulding machinery, pattern shop and vessel moulds and sail loft, tinsmith shop, building for storing vessel's equipment and stables. In addition, there is a fire equipment, a narrow gauge railway with sheds, also a railway track from the Sorel railway station for freight cars.

At the Dominion lighthouse depot, Prescott, the shops are mostly within the main building. It contains the main office, draughting room, photometric room where tests are made of lighthouse apparatus, carpenter shop, pattern shop, blacksmith shop, vapour lamp and erecting department, paint shop, shipping department and general store. The machine shop and acetylene department are each in separate buildings. The number of workshops at Quebec is seven, viz., the boiler shop and forge, machine shop, tinsmith and plumber shop, carpenter and boat shop, joiner shop, paint shop and sail loft. Sixteen vessels wintered in Louise basin. These were overhauled and repaired during the winter and all buoys requiring repairs were attended to and painted.

At Halifax, the workshops are connected with the dockyard and are mainly a blacksmith shop, carpenter and boat shop, machine shop, paint shop and tinsmith shop. Extensive repairs are made to buoys and moorings and repairs to the machinery of the Dominion steamers.

At Parry Sound, the depot is mainly used for storing acetylene, gas buoys and lighthouse tanks and charging them with acetylene. The buoys and tanks are painted and prepared for placing in the spring; a few mechanics are consequently employed at this depot.

SABLE ISLAND HUMANE INSTITUTION.

The report of the Superintendent of Sable Island Humane Institution was made to the agent of the department at Halifax and forwarded to the department.

The report is brief and contains, practically, information of the same nature as the report of 1909.

Sable Island has for many years had the reputation of being one of the most dangerous places in the north Atlantic for approaching vessels, but in recent years no wrecks have occurred in the immediate vicinity of the island until the past year when the Norwegian steamship *Heundal* struck on the south side, four miles east of No. 1 station and became a total wreck, the crew was saved.

The practice of patrolling the island was kept up during the year of 1910. Repairs were made to buildings in order to maintain the humane institution in a proper and serviceable state.

Owing to the season being wet all kinds of agricultural products yielded well, particularly potatoes, hay and pasturage were good.

At the close of the season, the live stock on the island consisted of 65 head of cattle, 30 trained horses, 1 imported stallion and 4 imported mares, 200 wild ponies and 6 hogs. The shipments from the island were 36 wild ponies, 116 barrels of cranberries and some hides.

The population consists of the superintendent, keepers of light stations, Marconi wireless stations, boatmen at the lifesaving stations and their families, numbering in all, 38.

The report of the superintendent forms an appendix to this report.

SIGNAL SERVICE.

The signal service of Canada as it is now established was carried on in 1910 as usual. The superintendent of the signal service at Quebec has under his supervision a number of stations in the Gulf and River St. Lawrence and Strait of Belle Isle. From these stations daily reports are received concerning the weather and movements of vessels. Ice conditions are also noted and reported in the season, when moving ice forms a danger to navigation. Bulletins were issued at Quebec to vessel owners, agents and others interested in shipping, and telephoned to the Board of Trade, Montreal Shipping Federation and others. The quarantine station at Grosse Isle and the pilot station at Father Point, were daily informed of the movements of inward bound vessels.

The telephone service in connection with signal service extends from Montreal to Quebec, over a rented line and from Quebec to Crane island over the public service line. It has proven of great value to the dredging fleet and to pilots, who are kept informed of movements of vessels, doing away with the former uncertainty of the whereabouts of vessels and preventing delays to both vessels and pilots.

Wireless telegraph messages were sent and received from the different wireless stations relating to weather conditions and movements of steamers.

The signal service includes the signalling of vessels passing certain points where signal officers are stationed. At the Halifax citadel the number of vessels of different kinds signalled was 1,399, and the superintendent has furnished a classified report of the vessels, principally steamers. Reports have also been received from the signal officers at Cape Race, Newfoundland, and in Nova Scotia from St. Pauls island, and Westport, Brier island. These reports contain information respecting the kind of service rendered in some cases, and in others, details of signal made of a certain vessel named. In New Brunswick, the light-keeper on Partridge island signals vessels bound for St. John and on the north side of the province signal stations exist at Point Lepreaux, Escuminac and Chatham, the last place is in the Miramichi river.

The reports received by the department on the signal service will be found in an appendix of this report.

LIFE-SAVING SERVICE.

The life-saving service of the department, in the past, has included a number of stations supplied with life-saving apparatus, considered sufficient to render ordinary assistance to vessels ashore or needing help, when in distress, along our shores. The boats are principally Beebe-McClellan self-bailing surf boats and in a few instances Dobbins self-righting and self-bailing boats. But the latter were found to be too heavy for the number of men generally available for volunteer crews, who are only paid for annual drills and when assistance is rendered. The Beebe-McClellan surf boats have in late years been supplied the stations.

Total number of stations maintained is	37
Total number of boats is	35
Total number of crews is	225

LEGISLATION.

The following Acts were passed and assented to during the Third Session, Eleventh Parliament, 1-2 George V., viz.:—

An Act to amend and consolidate the Acts relating to the Harbour of Toronto.

An Act to amend the Water-Carriage of Goods.

A. JOHNSTON.
Deputy Minister of Marine and Fisheries.

APPENDIX No. 1.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report of the work done in the several services under the supervision of this office during the twelve months ended March 31, 1911.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other water lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

Since the issue of the last report the Tidal and Current Survey work under the supervision of Dr. W. Bell Dawson, has been transferred to the Department of Naval Affairs.

As the work was done in close connection with my branch, I wish to say a word of praise of Dr. Dawson, and the great work he accomplished under this department in systematizing his survey work and obtaining as quickly as possible results of immediate benefit to mariners. I am certain that his work will bear comparison with the best work done in any country, and that, thanks to him, Canada has reason to be proud of the accuracy, both theoretical and practical, of her tidal and current work.

STAFF.

The following changes have been made during the year in the staff of my office:—

Mr. L. E. Coté, appointed chief draughtsman of the department on April 1, 1909, took charge only after the work he was engaged in the Commissioner of Lights' Branch was put in such condition that it could be left and consequently began his duties in my branch during the present fiscal year.

Mr. F. P. Jennings, assistant engineer, has been sent to Prince Rupert, to superintend the construction of a wharf and departmental depot at that place, and has been on the ground since February 27, 1911.

Mr. A. Fortey, formerly employed in my office has been appointed temporarily to act as resident engineer for the Ontario district, and is now in charge of construction work on the upper lakes.

Mr. F. J. Maguire, formerly stenographer in my office, has been transferred to the Montreal agency of the department for similar work.

Mr. E. J. Wight was appointed draughtsman on February 14, 1911, at a salary of $800 per annum.

Mr. W. H. Carson was appointed an assistant engineer on July 2, 1910, at a salary of $1,200 per annum.

Mr. G. W. York was appointed a messenger in the draughting room on August 9, 1910, at a salary of $500 per annum.

Miss Mary Edwards, stenographer, left the service on April 1, 1910, and was replaced by Miss Mabel McBratney, who has been appointed permanently at a salary of $500 per annum.

Miss M. E. Thoburn was appointed a stenographer December 16, 1910, at a salary of $500 per annum.

PERSONAL INSPECTIONS.

I have been able to make quite a number of personal inspections during the past year, the most important being as follows:—

On the opening of navigation in 1910, I visited Lake Erie, inspecting all the lights on the Canadian shore, continuing on to Lake Superior where inspections were made of sites for proposed lighthouses at Michipicoten island and Ile Parisienne. The new tower on Caribou island was also inspected.

On May 13, the coast between the Restigouche river and Chatham was inspected, the Charlottetown agency visited, and various points on the Quebec coast of the St. Lawrence river touched while returning.

The whole of July, with portions of June and August, was spent in British Columbia where extended examinations were made of points suggested for proposed aids to navigation, and various other matters attended to which had accumulated since my previous visit.

On August 29, the whole coast of the Bay of Fundy was inspected and the agencies at Halifax and Charlottetown visited.

On October 7, the Ottawa river was visited and a week spent in locating ranges and buoys in connection with new channels being laid out.

In December, the Detroit river was visited in connection with important changes in the system of lighting and buoying.

In January, important matters in the Winnipeg district were taken up and throughout the year a number of short trips were taken to various points, principally involving the location of new aids and routine business required in connection with departmental duties.

WEST COAST TRAILS.

The work on the West Coast Trail was continued during the season of 1910, and a temporary life-saving station was established at the head of Pachena bay for the winter season of 1910-11. Arrangements were made for utilizing the service of the life-saving crew in the upkeep of the trail during the winter. The work was pushed on to Shelter Bight and the trail can now be used to carry life-saving apparatus to many points on the coast including the spot where the *Valentia* was wrecked. The work was carried out under the personal supervision of Mr. H. C. Killeen, the resident engineer of the department at Victoria, B.C.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog-alarms, beacons and other aids to navigation. Full details of the work done in this connection during the past twelve months are contained in a separate report which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the draughting office during the twelve months ended March 31, 1911:—

Description of Work.	Plans Designed.	Plans Received.	Copies Made.
Lighthouse towers and dwellings	46	7	230
Fog alarm buildings	5	3	26
Details	95	32	300
Wharfs, piers, &c.	4	2	11
Outbuildings	15	2	72
Machinery	.....	1	2
Lanterns and illuminating apparatus	3	10	23
Buoys and apparatus	.....	.....	59
Day beacons	5	1	19
Steamers	.....	1	7
Land surveys	5	118	140
Plans relating to water lot applications	.....	260	17
Miscellaneous	27	303	413
	205	740	1,319

Total plans for twelve months from April 1, 1910, to March 31, 1911.	2,264
Charts received and recorded	216
Charts received and entered in chart books	26
Photographs received and recorded	200
Specifications written	41
Notices to mariners issued (comprising 348 subjects)	132

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent; during the past twelve months 132 notices, covering 348 subjects, have been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

(1) A complete list and renumbering of buoys in Collingwod harbour and Parry Sound, Ontario.

(2) Results of two years' tidal observations on Pacific coast.

(3) Complete list of buoys from Point Pelee to head of Fighting island, Detroit river, Ontario.

During the past twelve months notices relating to waters outside of Canada were issued, covering 12 items relating to Newfoundland and Labrador, 3 items relating to the Atlantic, 14 to the inland, and 11 to the Pacific waters of the United States, as well as 3 notices referring to transatlantic subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

CLASSIFICATION OF LIGHTKEEPERS' SALARIES.

Every light and fog alarm station in the Dominion was, on April 1, 1908, brought under the operation of a schedule classification, full details of which were given in my report for 1909-10. As already stated in that report, the results have been most gratifying, giving employees an assurance of stability which they did not previously possess, and relieving the department from constant demands for increases of salary.

REMOVAL OF OBSTRUCTIONS.

During the past twelve months the following work has been done, under the annual appropriation for the removal of wrecks and obstructions:—

(1) The schooner *Ariel* and a scow, which sank in the harbour of Owen Sound, Ontario, were removed by the Georgian Bay Shipbuilding & Wrecking Co., Ltd., of Midland, Ont., the contract price being $2,100.

(2) The steamer *Canada,* which sank in the harbour of Colpoy bay, Ontario, was removed by the Lemcke Tug Co., Ltd., of Lions Head, Ont., the contract price being $350.

(3) The tug *Lulu Rae,* which sank at the entrance to the Kaministikwia river, Fort William, Ontario, was removed by the Stevedore Co., Ltd., of Fort William, Ont., the contract price being $600.

HYDROGRAPHIC WORK.

The hydrographic surveys previously under the control of this department, in charge of Mr. W. J. Stewart, are now administered by the Naval Department.

As, however, most of the information contained in the Canadian notices to mariners relates to work done in this department it has not been thought desirable to transfer their preparation. Therefore any hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing these, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation so as to increase the value of the notices.

The usual annual edition of the list of lights and fog-alarms in the Dominion, corrected up to April 1, 1910, was issued during the summer, the reprints of the portions relating to the Great Lakes and British Columbia bound separately for the use of mariners in those waters. This has now become so bulky that it ought to be permanently divided into three portions, and printed only in that form.

In last year's report I again drew attention to the fact that no adequate lists of buoys in the eastern waters of Canada were published, and I now repeat my assertion that in the interests of safe navigation, complete lists of buoys, beacons and day marks should be prepared and published, and kept up to date by annual revisions.

I regret that the pressure of other duties prevents me from extending this useful work to cover all Canadian waters, and that with our existing staffs the work cannot be overtaken.

ICE-BREAKING.

Two contracts were entered into, during the present season, for ice-breaking in Thunder bay and vicinity:—

(1) The Canadian Towing and Wrecking Company, Limited, of Port Arthur, contracted with the department to keep the harbours of Port Arthur, Fort William and West Fort William open for navigation until December 17, 1910, and to open those harbours in the spring of 1911 in time to admit upward bound vessels to enter the harbours as soon as the Sault Ste. Marie canal should be open for navigation. The contract price was $30,000, which included an agreement to remove all light-keepers in the vicinity from their stations at the close of navigation in 1910.

(2) A contract was entered into with the Midland Towing and Wrecking Company, Limited, of Midland, to keep the harbours of Midland, Tiffin and Victoria and the approaches thereto free from ice, from open water in the Georgian bay, until the close of navigation of 1910, for $5,500.

In both of the above cases the work was satisfactorily done, under the supervision of the harbour masters of the respective ports.

Respectfully submitted,

WM. P. ANDERSON, M. Inst. C.E.,
Chief Engineer.

Chief Engineer's Office,
Department of Marine and Fisheries,
Ottawa, Canada, April 1, 1911.

(Inclosure A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISHMENT AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVIGATION, UP TO MARCH 31, 1911.

To the Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation, for the twelve months ending March 31, 1911.

NOVA SCOTIA.

NEW AIDS TO NAVIGATION.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Caribou channel.	Establishment of two pairs of range beacons	Day's labour	G. Y. Grant	28 30
Freels, cape	Completion of the erection of a wooden fog alarm building, dwelling house and outbuildings; and the installation of a 3-inch duplicate diaphone plant. (The above work was started in 1909-10: see Annual Report for that year.)	"	J. L. Colter	5,643 04

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Arichat	Changes to lantern deck	Day's labour	S. Samson	250 13
Cross island	(1) Provision of the machinery for a 3-inch duplicate diaphone plant, with 12-H.P. engines	Furnished under general contract	Can. Fog Signal Co., Toronto, Ont.	4,700 00
	(2) Erection of a wooden fog alarm building	Contract	Jas. W. Smith, Lunenburg, N.S.	1,945 00
	(3) Additions to fog alarm building	Day's labour	E. G. Geizer..	676 61
	(4) Installing above machinery	"	R. Summers..	
Canso	New wooden lantern deck	"	G. Y. Grant	189 88
Harbour island	Lighthouse tower repairs	"	S. C. McMillan	370 38
North, cape	(1) Erection of a new reinforced steel concrete tower. (The old Cape Race tower was taken down in sections, and shipped to the site.) (The above work was started in 1909-10; see Annual Report for that year.) (2) Installation of heating coils in fog alarm engine room	"	G. Y. Grant	1,718 21
Pomquet island	Light house tower repairs	"	G. Y. Grant	148 58
Parrsboro	Protection work repairs	"	G. Y. Grant	141 68

NOVA SCOTIA—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Race, cape	Coal shed repairs	Day's labour	A. W. Faulkner	601 43
Sable, cape	Erection of a new wooden double dwelling house for light-keeper; also a wooden coal shed	"	E. Geizer	2,986 63
Sharp, cape	Dwelling house repairs	"	G. Y. Grant	1,111 87
St. Paul island	Installation of the new 3-inch diaphone plant, purchased in 1909-10	"	T. Phillips	1 271 46
Wedge island	Protection work repairs	"	J. Mills	1,976 69

NEW BRUNSWICK.

NEW AIDS TO NAVIGATION.

Glenwood	Establishment of a 29-foot pole, hoisting a Chance anchor lens lantern, on Belyea wharf, St. John River	Day's labour	H. B. Belyea	74 86
Pompey Ledge	Erection of a concrete beacon, 11 feet high, surmounted by a pyramid of open steel framework	"	J. Cadwallader	591 64
Sheldrake isdand	Provision of the material for a steel skeleton lighthouse tower	Furnished under general contract	Goold, Shapley and Muir, Brantford, Ont.	377 85
	(The tower will be erected during the season 1911-12).			

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Buctouche bar	Protection work repairs	Day's labour	H. Gallant	402 41
Dalhousie wharf	Placing steel framework under the tower, to increase the height	"	P. B. Troy	418 28
Enrage, cape	Fog alarm repairs	"	T. Phillips	1.083 67
Escuminac	(1) New wooden lightkeeper's dwelling and boathouse	Contract	Edward Rourke, St. John West, N.B.	1,975 00
	(2) Sinking a well	"	T. Vontour, Escuminac	60 00
Gull cove	Erection of a wooden lighthouse tower, 49 feet high, which replaces the pole light hitherto exhibited here	"	Edward Rourke, St. John	1,220 00
Grindstone isd	Fresh water supply for fog alarm boilers	Day's labour	R. Summers	203 32
Harper point	Erection of a small enclosed wooden lighthouse tower, on a cribwork block	"	P. Roy	802 82
Jourimain, cape	Moving lighthouse tower to a new site	"	B. W. Allen	300 53
McFarlane pt	Construction of a wooden plank walk approach to lighthouse	"	A. McFarlane	100 91
Partridge island	Repairs to coal shed	"	H. Andrews	873 72

NEW BRUNSWICK—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
St. Martins.. ..	Erection of a 22-foot wooden lighthouse tower, on the eastern breakwater.....	Contract.....	L. Mury, West Arichat, N.B.....	650 00
Richibucto.....	Moving the bar pole range lights to new sites; also small repairs.....	Day's labour. ..	Jas. Legoof	66 50
Sapin, point....	Erection of a 27-foot wooden lighthouse tower.....	Contract.....	Jas. Legoof, Richibucto, N.B	448 00
Shippigan	Moving back range lightmast to a new site.....	Day's labour....	W. C. Trudel	128 53
St. John.... ...	Repairs to the beacon	" ...	Jas. E. Kane.....	1,488 18
Tiner point.....	Reservoir repairs...	" .. .	A. Splane.....	234 38

PRINCE EDWARD ISLAND.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Charlottetown ..	Repairs to the marine wharf....	Day's labour....	G. L. Gaudin.....	2,487 45
East point.....	Lighthouse tower repairs; also repairs to the lightkeeper's dwelling house.....	"	M. J. Walsh.....	270 79
Grand Tracadie.	Moving pole lights to new positions	" .. .	M. J. Walsh....	50 00
New London...	Building a new block foundation for the front beacon light.....	Contract..	H. McLeod, French river, P.E.I.....	151 50

QUEBEC.

NEW AIDS TO NAVIGATION.

Bagot bluff.	(1) Provision of the machinery for a 3-inch duplicate diaphone plant, driven by two 12-H. P. engines.	Furnished under general contract.	Can. Fog Signal Co., Toronto, Ont.	6,500 00
	(2) Erection of a wooden fog alarm building.....	Day's labour..	T. Thibaudeau.....	13,723 00
	(3) Erection of a wooden double dwelling for the fog alarm engineer.....			
	(This work will be completed during the season 1911-12)....			
Basse point.	(1) Provision of the material for the construction of a steel column base, to support a light-house tower.....	Furnished under general contract.....	Goold, Shapley & Muir, Brantford, Ont.	298 00
	(2) Construction of the above base; will be erected during season 1911-12.....	Day's labour....	Quebec workshops.....	283 63

QUEBEC—*Continued.*

AIDS TO NAVIGATION—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Est, cap à l'....	Erection of 33-foot reinforced concrete lighthouse tower....	Day's labour....	H. de Haan.....	1,537 89
Grand Pabos....	Erection of a mast light and shed on the wharf.....	Contract.....	F. Molloy, Grand Pabos, P. Q.	112 00
Gaspé Basin....	Erection of two wooden lighthouse towers on cribwork piers.....	"	Arthur Morin, Gaspé, P. Q.....	3,255 00
Grand Entry..	(1) Construction of a cribwork pier for a pole light.....	"	George J. Murray, Pictou, N.S.....	704 00
	(2) Erection of a 30-foot pole light on the above cribwork pier.....	Day's labour....	T. Thibaudeau	68 36
Mai, Ile de.	Erection of a 22-foot wooden lighthouse tower.....	" ...	"	598 68
Moisie river	Establishment of two sets of range beacons at the mouth of the Moisie river.....	Contract.....	J. Perreault, Moisie, P.Q.	177 65
St. Omer.....	(1) Provision of the material for the construction of a steel column base, to support a lighthouse tower.....	Furnished under general contract.....	Goold, Shapley & Muir, Brantford, Ont.	298 00
	(2) Construction of the above base.....	Day's labour....	Quebec workshops.....	263 86

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Amherst island.	(1) Provision of the material for the construction of a steel column base, to support a wooden lighthouse tower. ... (Will be erected during the season 1911-12)	Furnished under general contract.....	Goold, Shapley & Muir, Brantford, Ont.....	298 00
Amour, point...	Tower repairs.....	Day's labour....	T. M. Wyatt	755 45
Anguille, cape..	Construction of an engine room annex to the fog alarm building..	"	J. Blanchette.....	290 09
Bauld, cape.....	Repairs to the dam ; also repairs to the boathouse.....	" .. .	J. Blanchette.....	1,843 00
Belle Isle (N.E. end).....	(1) Construction of a concrete wharf, for landing supplies, &c..... (2) Installing a derrick and flag mast on the wharf.....	"	J. A. Smith	3,583 33
Belle Isle (S. W. end).....	(1) Construction of a concrete wharf, for landing supplies, &c . .. . (2) Construction of a new dam, for supplying water for fog alarm machinery..... (3) Installing new fog alarm machinery..... (4) Building a new wooden shed....	"	D. Bilodeau and A. Ouimet.....	6,429 86

QUEBEC—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Carleton wharf..	Provision of a Scotch derrick...	Day's labour....	General Supply Co. of Canada, Ottawa, Ont..	220 00
Entry isd..... (Magdalen isls.)	Removal of the iron lantern from the old lighthouse tower to a new site; and the placing of it on a concrete base.....	"	F. Parent.....	245 81
Egg island.. ...	Repairing framework of tower, and reshingling...	"	J. Blanchette.....	1,925 76
Godbout.....	Repairs to pole lights..... ...	"	N. A. Comeau....	37 62
Heath point....	Construction of a new oil shed; also repairs to lighthouse tower, &c....	"	H. de Haan...	1,309 62
Hospital rock...	Building a new oil shed	"	T. Thibaudeau....	133 87
Kamouraska. ...	Levelling up lighthouse site....	" ...	A. Levesque.....	130 00
Monts, pt. des.	Construction of a new wooden dwelling house for the light-keeper.....	Contract.. ..	L. Bouchard, Portneuf, P. Q.....	3,250 00
Martin River...	Building a fence around the lighthouse property	"	A. Leclerc, Martin Riv..	61 85
Norman, cape...	(1) Alterations to the fog alarm machinery..... (2) Tower repairs .... (3) Constructing a wooden sidewalk between the tower and the fog alarm building.	Day's labour....	J. Blanchette.....	4,880 85
Natashkwan....	Erection of an oil and shelter shed.....	"	H. Carbonneau	143 73
Prince shoal lightship.....	Installation of the fog alarm machinery, purchased in 1909-10, for this lightship..... ..	"	J. L. Richard.....	681 29
Portneuf-en-bas.	(1) Construction of a wooden dwelling house for the light-keeper	Contract.....	L. Bouchard, Portneuf-en-bas, P.Q.	1,650 00
	(2) Erection of a 3-section steel skeleton tower. (In course of construction).....	Day's labour....	E. Tremblay	178 68
St. Pancras... .	Erection of a boathouse; also small repairs.....	"	T. Thibaudeau.....	390 50
Salmon, cape ...	Repairs to the lighthouse tower and fog alarm building.....	"	V. Talbot	1,684 23
Ste. Famille ...	Repairs to the back lighthouse tower	"	O. Tremblay.....	121 91
Ste. Pierre, I. O.	Completion of the erection of a 3-section steel skeleton light-house tower, began in 1910-11.	"	O. Tremblay.....	301 87
Traverse, upper.	Extensive repairs to the concrete pier..... ..	"	A. Perron	6,276 61

MONTREAL.

NEW AIDS TO NAVIGATION.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Richelieu river..	The establishment of several ranges of lighted beacons and pole lights in the river, between Sorel and St. Mark.....	Day's labour ...	P. Beauchemin	1,250 06
St. Lambert reef	Erection of a wooden day beacon	"	H. Bourgouin.....	13 39
Tetreauville ...	Provision of the material for the erection of a 4-section steel skeleton tower, for the back light of this new range, which will be erected during the season 1911-12.....	Furnished under general contract	Goold, Shapley & Muir, Brantford, Ont.	668 50

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Chute à Blondeau	Erection of a storehouse on the warf	Day's labour....	Capt. J. D. Weir	158 58
Grondines.....	(1) Erection of a new square wooden lighthouse tower, 27 feet high, for the front range light			
	(2) Erection of a new 48 foot steel skeleton lighthouse tower, to carry the back range light, surmounted by an enclosed wooden watchroom. (The steel work of the old tower was utilized in the erection of the new one)	"	E. Tremblay.....	4,138 70
Hochelaga	The erection of two pole lights to serve as a range, and to replace the beacon lights hitherto in service here which were pulled down and demolished.	" ...	P. Beauchemin	683 31
Lac, Pte du.. ..	(1) The erection of a dwelling for the lightkeeper on the front lighthouse pier.....			
	(2) The destruction of the wooden cribwork, and concrete work of the old pier, which formed an obstruction... ...	"	L. P. Filion.....	4,692 68
Marie, Ile.....	Repairs to the front pier.	"	Ed. Tremblay	2,187 78
M.Tavish point.	Erection of a 23-foot square wooden lighthouse tower to take the place of the pole light hitherto exhibited..	" . ..	M. J. Egan	749 89
Port St. Francis.	Small repairs to front pier.....	" ...	Ed. Tremblay	34 30
Ronde, Ile . ..	Erection of a shelter shed for the lightkeeper.	"	Ed. Tremblay	455 05
St. Peter, Lake.	Construction of ice-breakers on the upper and lower piers; also repairs to the upper back lighthouse pier	" ...	Ed. Tremblay	4,593 81
Vercheres	Rip-rap protection work. ...	"	E. Tremblay.....	133 11
Witch Shoal....	Lighthouse tower repairs.	"	M. J. Egan	531 62

ONTARIO.

NEW AIDS TO NAVIGATION.

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Amherstburg	Purchase of site for departmental depot		Pittsburg Coal Co., Cleveland, Ohio	3,000 00
Cobourg	(1) Erection of a reinforced concrete gas beacon on the west pier	Contract	Randolph, McDonald & Co., Toronto, Ont.	3,000 00
	(2) Erection of a temporary wooden fog alarm building on the east pier	Day's labour	T. H. Brewer	436 84
	(3) Installing fog alarm machinery	"	W. H. Roebuck	
	(4) Provision of the machinery for a 1½-inch diaphone plant with 4-H.P. engine	Furnished under general contract	Can. Fog Signal Co., Toronto, Ont	1,431 00
Michipicoten Is.	Construction of a 65-foot reinforced concrete tower, dwelling and outbuildings. (In course of construction. Will be completed during season 1911-12)	Day's labour	T. H. Brewer	3,928 00
Muskoka River	Erection of five tripod lights	"	Capt. F. Beaumont	427 96
Onderdonk	Erection of a 20-foot square wooden lighthouse tower	"	T. H. Brewer	477 19
Rideau river	Building and placing 47 buoys between at various points on the river	Contract	D. Noonan, Kingston, Ont	2,400 00
Sault Ste. Marie	(1) Completion of the erection of range lighthouse towers began in 1909-10	Day's labour	T. H. Brewer	323 13
	(2) Provision of the material for the erection of the front range steel skeleton lighthouse tower general contract	Furnished under	Goold, Shapley & Muir, Brantford, Ont	377 85
Shaganash	Erection of a square wooden dwelling, surmounted by a square wooden lantern	Day's labour	M. J. Egan	2,484 90
Victoria harbour	Erection of two square wooden lighthouse towers, surmounted by square wooden lanterns	"	G. Dobson, Victoria Harbour, Ont.	1,766 81
Waubaushene	(1) Erection of two sets of pole range lights, operated by electricity	Contract	The Sheppard Lumber Co'y., Waubaushene, Ont	787 82
	(2) Construction of 3 cribs to carry lights	"	"	182 95

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Burlington beach	Small repairs	Day's labour	T. Lundy	15 00
Caribou island	Erection of an 80-foot reinforced concrete lighthouse tower	"	T. H. Brewer	7,183 80
Colchester reef	Extensive repairs to the concrete protection work around lighthouse tower, &c	"	M. J. Egan	6,724 26

ONTARIO—*Continued.*

CHANGES AND IMPROVEMENTS IN EXISTING AIDS—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Croker, Cape....	Overhauling machinery of the fog alarm.....	Day's labour....	W. H. Roebuck.....	721 84
Grosse point....	Repairing the breakwater pier; also repairs to the lighthouse towers.....	"	M. J. Egan.....	1,476 06
McKay island..	Building new boathouse, and repairing lighthouse tower. ...	Contract.....	Arch. Brechin, Bruce Mines, Ont.....	121 95
Mississagi strait	(1) Building new boathouse.	Day's labour....	J. H. Ball.....	169 93
	(2) Purchase of new boiler tubes for the fog alarm boilers.	Contract.....	John Inglis & Co., Toronto, Ont.....	234 92
	(3) Installing the above boiler tubes.....	Day's labour....	W. H Roebuck.....	212 85
Niagara-on-Lake	Erecting oil shed....	"	T. H. Brewer.....	273 62
Presqu'ile	(1) Provision of an electric light plant for the fog alarm station.	Contract.....	Can. Fog Signal Co., Toronto, Ont.....	295 50
	(2) Installing the above light...	Day's labour....	W. B. Ainsworth.....	13 68
Pelee passage...	(1) Tower repairs	"	M. J. Egan.....	226 00
	(2) Provision of the machinery for a 1½-inch. diaphone plant, driven by two 6-h.p. engines.	Furnished under general contract	Can. Fog Signal Co., Toronto, Ont.....	2,798 00
	(3) Installing the above machinery..	Day's labour....	W. H. Roebuck	725 69
Point Porphyry.	Machinery repairs.....	"	"	101 89
Port Colborne..	"	"	"	331 73
Sulphur island..	Cribwork protection work.....	"	J. J. King...	50 00
St. Anicet	Repairs to the lighthouse tower; also protection work.....	" ...	Geo. Brown, officer in charge Dominion Light house Depot.....	1,075 22
Thessalon.	Building small boathouse	"	Jas. Harvey.....	75 00
Warren's Landing	Moving back light to a new site.	Contract.. . .	Wm. Dewar, Warren's Landing, Man.....	275 00

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Bamfield islands	Erection of a concrete beacon, 22 feet high.	Contract.....	Anderson & MacKinnon, Prince Rupert, B.C. ..	1,460 00
Denny island ...	Erection of a wooden day beacon.	Day's labour...	Crew of C.G.S. 'Quadra'	
Estevan point...	Completion of the erection of a 100-foot reinforced steel concrete lighthouse tower, stiffened with 8 flying buttresses. (This work was started during the season 1909-10).....	"	Luke Humber....	1,481 04
Fairview point..	Construction of a concrete beacon, 22 feet high..... ...	Contract.....	Anderson & MacKinnon, Prince Rupert, B.C...	1,175 00
Herbert reefs. ..	Construction of a concrete beacon, 22 feet high.....	"	J. H. Pillsbury, Prince Rupert, B.C..... .	1,400 00

BRITISH COLUMBIA—*Continued.*

AIDS TO NAVIGATION—*Continued.*

Lightstation.	Nature of the work.	How performed.	Contractor or foreman.	Expenditure during fiscal year.
				$ cts.
Procter	(1) Establishment of two mast lights and shed	Contract	A. G. Gallup, Nanaimo, B.C	140 00
	(2) Erection of a small dwelling house for the lightkeeper	"	P. Jenson, Procter, B.C	325 00
Patey rock	Erection of a concrete beacon, 13 feet high, carrying a 31-day Wigham lamp	Day's labour	J. Davies	721 78
Ripple point	Erection of a cone-shaped wooden day beacon	"	Crew of C.G.S. 'Quadra'	
Rock bay bluff	Erection of a cone-shaped wooden day beacon	"	" "	
Somass river	Erection of a wooden 9-pile beacon, to carry a 31-day Wigham lamp	Contract	Geo. Forrest, Alberni, B. C	450 00
Second Narrows	Erection of two wooden 5-pile beacons, surmounted by lattice-work drums	Day's labour	Capt. H. Cates	319 62
Thurlow island	Erection of a cone-shaped wooden day beacon	"	Crew of C.G.S. 'Quadra'	
Triangle island	Erection of a 46-foot reinforced concrete lighthouse tower, surmounted by a circular metal lantern; also a wooden dwelling house, out-buildings, &c.	"	J. D. MacDonald	12,372 01
Vancouver hbr.	Completion of the installation of a semaphore system	"	Capt. McInnis	255 79
Yuquot	Erection of a combined wooden lighthouse and lightkeeper's dwelling	Day's labour	B. Aussette	7,651 37

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Active pass	Boathouse repairs	Day's labour	L. Cullison	303 47
Ballenas islands	Building boatslip and windlass	"	L. Cullison	191 76
Brockton point	Boat landing repairs	"	J. T. Bruce	86 60
Discovery island	Boat landing repairs	"	J. T. Bruce	129 54
First Narrows	Moving gas lighted beacon to a new site; and establishing a fog bell, operated by machinery, at the base of the beacon	"	J. T. Bruce	1,281 35
Lennard island	Dwelling house repairs	"	J. F. Davidson	552 54
Prospect point	Repairs to the lightstation	"	J. T. Bruce	182 25
Pine island	Trail work	"	A. B. Gurney	60 00
Regatta rock	Rebuilding the wooden day beacon, surmounted by a slat-work ball, destroyed by winter gales	"	Crew C. G. S. 'Quadra'	75 67
Saturna island	Dwelling house repairs	"	L. Cullison	198 24
Trial island	Lighthouse repairs	"	L. Cullison	210 15
West Coast Trails	See special report	"	A. Barnes and J. Chesterman	28,374 41

APPENDIX No. 2.

ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the eighth annual report of this branch. The principal work performed has been the substitution of modern dioptric apparatus in a number of major coast lights, the improvement of minor coast lights by the installation of petroleum vapour as an illuminant, an extension of the gas buoy and beacon service throughout the various provinces and the maintenance of lights and other aids to navigation throughout the Dominion, together with the installation of what new apparatus was required at new stations.

The gas buoys and beacons still continue to give satisfaction, and, during the winter just past, there has been singularly small interruption in this service, this being due to the fact that the department is continually adding to its information on this subject thereby making possible a better selection of moorings and more expert handling. In the matter of gas buoys, two losses occurred, viz., gas buoy, type No. 11, serial No. 575, was carried ashore near Centerville, N.S., and proved a total loss, also gas buoy, type No. 9½, serial No. 711, was lost from Kyuquot, B.C., and has not been recovered. On the other hand, however, one No. 11 gas buoy reported last year as having broken adrift from Southwest Head, Cape Sable, has been recovered and repaired. Also a small type gas buoy which was lost in the Georgian bay in 1906 was located by the C.G.S. *Simcoe* and recovered.

Submarine bells have given excellent service, having been in constant operation during the thick weather since their establishment four years ago. Four electric shore stations, Negro Head, Yarmouth, Chebucto Head, and Louisburg were thoroughly overhauled last summer as were likewise the lightship bells at Lurcher, Anticosti, White island, Red island, and Prince shoal. The submarine buoy bell which was placed experimentally off Sambro has given promise of good service and arrangements have been made to acquire two additional buoys on this principle which will be stationed one off Fame Point and one on the Atlantic coast. It would seem, from results so far obtained, that this type of buoy will be found to give such excellent results as to warrant an extension of the service in that direction.

A lightship has been established by the government of Canada at Southeast shoal, Lake Erie, replacing the American lightship which had previously marked that point. This lightship is equipped with lights, aerial fog signal, and submarine bell. Also a considerable extension of the Canadian lighthouse service has been put into effect on the lower Detroit river, the Canadian aids to navigation replacing those maintained by the American government in Canadian waters, the extension involving some 16 gas buoys, 25 minor floating lights and 20 unlighted spars together with five pairs of range lights at Elliot Point, Amherstburg, Fort Malden, Texas Dock easterly, and Texas Dock westerly, which range lights had previously been maintained by American authorities.

With regard to the lighthouse service generally, perhaps the most notable departure or advance has been a substantial increase in lightkeepers' salaries amounting to about 30 per cent for the entire service. Great difficulty had previously been experienced in securing lightkeepers at the previous salaries but this difficulty has been removed and many expressions of satisfaction have been received.

In the Nova Scotia agency, the *Lady Laurier* and *Aberdeen* have been in use in connection with lighthouse and buoy service. The buoys on the Bay of Fundy, coast of Nova Scotia, from Cape Sable inward are under the control of the New Brunswick agency being nearer geographically to St. John than to Halifax.

In the New Brunswick agency, the improvement mentioned last year by reason of the C. G. S. *Stanley* having been detailed for buoy service at that point has been even more marked, the New Brunswick agency being enabled to give more careful attention to buoy moorings in the matter of overhauling and repair.

In the Prince Edward Island agency, the C. G. S. *Brant* is useful in delivering lighthouse supplies but is not large enough to handle the larger buoys. These buoys are handled spring and fall by one of the steamers of the Nova Scotia agency.

In the Quebec agency, the C. G. S. *Druid* is employed principally on buoy work and delivery of lighthouse supplies between Platon and Fame Point. The C. G. S. *Montcalm* is employed in delivering lighthouse supplies at more distant gulf points.

In the Montreal agency, the C. G. S. *Shamrock* is employed both for buoy service and lighthouse inspection work but is found inadequate for the service. The new steamer for this agency, already arranged for, will be a distinct improvement.

The Dominion Lighthouse Depot, Prescott, proves a depot of great usefulness and is in fact indispensable. From the depot is administered the buoy service between Montreal and the Bay of Quinté. The depot is also a distributing point for apparatus throughout the Dominion, likewise a centre for the manufacture of lighthouse apparatus of a special nature and for the repair of same. Photometric and other tests are performed from time to time in order to determine the usefulness of new apparatus or to establish a comparison between various types and much information of a useful character has been compiled, which information is not available elsewhere.

The work in the Parry Sound agency consists particularly in the maintenance of floating aids to navigation in the Georgian bay, the work being handled by the C. G. S. *Simcoe*. This steamer is also employed on inspection work and delivery of lighthouse supplies from Kingston to Fort William and for the removal of lightkeepers from rock stations on Lake Superior late in the fall and placing them on their stations again in the spring.

In the British Columbia agency, much development has taken place particularly in the buoy and beacon service. The service is handled by the C. G. S. *Quadra* and C. G. S. *Newington*, but these vessels have been found to be quite inadequate for the work and it has been necessary from time to time to charter other vessels. Relief is hoped for from the provision of a new steamer which is now being constructed and from the buoy depot which is being established at Prince Rupert. With the hitherto existing conditions it has been almost impossible to maintain a satisfactory lighthouse and buoy service in the northern parts of the province.

Please find herewith enclosures, as follow:—

Enclosure No. 1.—Statement, by provinces, showing new aids to navigation established throughout the Dominion also improvements effected in the existing aids during the fiscal year 1910-11.

Enclosure No. 2.—Statement, by provinces, showing the number of lights of the several orders, lightships, light boats, lightkeepers, fog alarm stations, warning buoys and submarine bells.

Enclosure No. 3.—Statement giving complete list of stations at which gas buoys were in operation throughout the Dominion during the fiscal year, 1910-11.

In conclusion, I desire to express and record my appreciation of the able assistance rendered by my staff, and the untiring application to duty exhibited by each member. It would not have been possible to carry out the large and increasing

amount of work which is devolving upon this branch without the co-operation of all the officers connected with it.

I have the honour to be, sir,

Your obedient servant,

J. G. MACPHAIL, B.A., B. Sc., A. M. Can. Soc. C.E.
Commissioner.

Office of the Commissioner of Lights,
Department of Marine and Fisheries.
April 1, 1911.

(Inclosure No. 1.)

STATEMENT, BY PROVINCES, SHOWING NEW AIDS TO NAVIGATION, ESTABLISHED THROUGHOUT THE DOMINION, ALSO IMPROVEMENTS EFFECTED IN EXISTING AIDS DURING THE FISCAL YEAR 1910-11.

NEW BRUNSWICK.

New Lights.

Glenwood, River St. John.—A pole light has been established on the wharf known locally as Belyea's. The light is fixed white, shown from a 7th order lens lantern.

Latitude, N. 45° 29′ 40″.
Longitude, W. 66° 7′ 45″.

Improvements.

Greys point, Belle Isle bay.—A 7th order lens lantern replaces the pressed lens lantern formerly in use.

Hay island, Miramichi bay.—The back light has been improved by the substitution of a 6th order dioptric illuminating apparatus for the pressed lens heretofore used.

Gull cove, Whitehead island, Bay of Fundy.—The pole light heretofore used at this point has been replaced by a tower. The illuminating apparatus is dioptric of the 4th order. The light is fixed white.

Latitude, N. 44° 37′ 50″.
Longitude, W. 66° 41′ 52″.

Hay island.—A 6th order 180° lens has been installed at this point.

Pokesudie, Chaleur bay.—A 5th order dioptric illuminating apparatus replaces the 7th order lens lantern heretofore used.

St. Martins, Bay of Fundy.—The temporary mast light heretofore maintained at this point has been discontinued and a tower built on the extremity of the extension of the east breakwater. The apparatus is dioptric of the 6th order, showing a fixed red light which should be visible 7 miles from all points of approach by water.

Sapin point, Kouchibouguac bay.—Owing to the establishment of a lighthouse, the lantern hoisted on a pole has been discontinued. The new light is fixed white, and the illuminating apparatus dioptric of the 6th order.

South Tracadie.—The light at this point has been strengthened by the substitution of a 5th order dioptric apparatus for the catoptric apparatus previously in use.

Other Aids.

Pompey ledge, Deer island.—Beacon erected to mark the entrance to Northwest harbour from the southward inside of Dinner island. The base is concrete, 11 feet high, octagonal in plan, the sides of the lower portion being vertical, and those of the upper portion battered. This base is surmounted by a red pyramid of open steel framework 13 feet high.

Latitude, N. 44° 58′ 47″.
Longitude, W. 66° 56′ 40″.

St. Andrews harbour, Bay of Fundy.—The following buoys have been established to mark the dredged channel across the bar at the western entrance to St. Andrews harbour:—

1. A conical steel buoy painted red, moored in 3 fathoms of water on the south side of the western entrance of the dredged channel.

Latitude, N. 45° 4′ 15″.
Longitude, W. 67° 4′ 36″.

2. A red spar buoy, moored in 9 feet of water on the south side of dredged channel.

Latitude, N. 45° 4′ 15″.
Longitude, W. 67° 3′ 55″.

NOVA SCOTIA.

Improvements.

Big Fish Island, Tusket river.—The two fixed white catoptric lights heretofore shown at this point have been replaced by an occulting white light with the following characteristic:—

Visible	11	seconds.
Eclipsed	3	"
Visible	3	"
Eclipsed	3	"
In every	20	"

The illuminating apparatus is dioptric of the 4th order.

Cape North, Cape Breton Island.—A 3rd order single flashing light, showing one bright flash every 5 seconds, has been placed at this point. The illuminant is petroleum vapour burned under an incandescent mantle.

Cape Sharp.—The fixed red light at this point has been changed to an occulting white light visible 7 seconds and eclipsed 3 seconds alternately. The illuminating apparatus is dioptric of the 4th order and the illuminant petroleum vapour burned under an incandescent mantle.

Port Lorne, Bay of Fundy.—The upper light has been improved by the substitution of a 5th order dioptric illuminating apparatus for the catoptric apparatus heretofore used.

Other aids.

Bull Rock, off Charles Point.—A bell buoy has been established in 12 fathoms of water 3½ cables S. 8° E. from Bull Rock, off Pleasant harbour.

Latitude, N. 44° 44′ 00″
Longitude, W. 62° 41′ 10″

This buoy is painted in red and black horizontal bands with 'Bull Rock' in white letters on the deck.

Bull Rock, off Cape Mocodome, Fisherman's harbour approach.—A bell buoy has been established 2½ cables S. 22 E. from Bull Rock, off Cape Mocodome, south coast of Nova Scotia.

Latitude, N. 45° 5′ 15″
Longitude, W. 61° 38′ 23″

The buoy is moored in 7 fathoms of water. It is painted black with 'Bull Rock' in white letters on deck.

Caveau shoal, entrance to Cheticamp harbour.—Bell buoy painted black with 'Caveau shoal' in white letters on deck.

Latitude, N. 46° 39′ 30″
Longitude, W. 61° 00′ 38″

Island Harbour, South coast.—A spar buoy, painted black, has been established to mark the extremity of the shoal extending north from the northwest end of Harbour island. The buoy is moored in 6 fathoms of water.

Latitude, N. 45° 8′ 40″
Longitude, W. 61° 36′ 45″

Liscomb shoal, south coast.—A bell buoy has been moored off the eastern extremity of this shoal. The buoy is painted black with 'Liscomb shoal' in white letters on the deck.

Latitude, N. 44° 58′ 42″
Longitude, W. 61° 57′ 44″

Neil harbour, east coast, Cape Breton Island.—Hand fog horn at lighthouse.

Port Mouton, south coast.—Owing to a new channel having been dredged at this point, 7 spar buoys (3 red spars on its north side and 4 black spars on its south side) have been placed. The three-spar buoys that marked the old curved channel in this vicinity have been moved to mark the new channel. The most easterly red spar is moored at the eastern end of the channel ⅛ mile S. 40° W. from Bell Point.

Latitude, N. 43° 55′ 22″
Longitude, W. 64° 50′ 9″

The most easterly black spar buoy is moored opposite the most easterly red spar. The second red spar is moored 800 feet from the most easterly red spar, and the second black spar is moored opposite the second red spar. The third red spar is moored 1,550 feet from the most easterly red spar, and the third black spar is moored opposite the third red spar. The fourth (most westerly) black spar is moored on the south side of the basin, 200 feet from the outer end of Neville wharf.

St. Ann Point, Pubnico harbour entrance.—Bell buoy.

Latitude, N. 43° 34′ 55″
Longitude, W 65° 48′ 12″

St. Mary's Bay, off southern entrance to Grand Passage.—An automatic whistling buoy, painted black and white vertical stripes, with the words 'Grand Passage' painted on the body of the buoy, has been established off the southern entrance to this passage.

Latitude, N. 44° 14′ 28″
Longitude, W. 66° 20′ 23″

Torbay.—An automatic whistling buoy, painted red and black vertical stripes, has been established off the entrance to Torbay.

Latitude, N. 45° 10′ 53″
Longitude, W. 61° 17′ 45″

Southwest shoal, Tusket river.—A steel can buoy, moored in 7 fathoms of water and painted red and black horizontal bands, with 'Southwest shoal' in white letters on top, has been established one cable S. 17° W. from the southern end of this shoal off the entrance to Tusket river.

Latitude, N. 43° 38′ 55″
Longitude, W. 65° 56′ 25″

(2) A steel can buoy, painted red, has been established in 4½ fathoms of water at the northern end of Tucker island shoal, Tusket river.

Latitude, N. 43° 43′ 15″
Longitude, W. 65° 57′ 7″

Discontinuance.

Liscomb shoal, south coast.—Black iron can buoy.

Port Lorne, Bay of Fundy.—Lower light.

Gas Buoys.

Leopard shoal, Halifax harbour.—The black can buoy heretofore marking this shoal has been replaced by an automatic gas buoy showing an occulting white light. The buoy is painted black, with the name of the shoal in white letters on the deck.

Latitude, N. 44° 38′ 20″
Longitude, W. 63° 34′ 2″.

Submarine Bells.

The character of the submarine bell eastward from Harbour shoal, off the entrance to Louisburg harbour, has been changed from 2 strokes to 4 strokes in quick succession about 5 times every minute.

PRINCE EDWARD ISLAND.

New Lights.

Charlottetown.—A fixed red light shown from a lantern on the southwest corner of the outer warehouse on the Marine Department's wharf.

North Rustico.—Owing to the shifting of the channel over the bar at this point, a new range has been established showing white fixed lights from lanterns hoisted on poles.

Other Aids.

Cascumpeque harbour entrance.—A bell buoy has been established off the outer bar at the entrance to this harbour.

Latitude, N. 46° 48′ 32″.
Longitude, W. 63° 59′ 14″.

The buoy is painted black.

East Point, Northeast coast.—An automatic whistling buoy has been established to mark the reef off this point.

Latitude, N. 46° 27′ 45″.
Longitude, W. 61° 56′ 15″.

The buoy is painted red with the words "East Point Reef" in white letters.

Summerside harbour, Bedeque bay.—The three spar buoys heretofore maintained to mark the north edge of Island shoal have been replaced by a red steel conical buoy moored in the same position.

QUEBEC.

New Lights.

Bonaventure river.—A lens lantern, hoisted on a pole 20 feet high, has been established at the outer end of the wharf. The light is fixed red.

Latitude, N. 48° 2′ 20″.
Longitude, W. 65° 28′ 56″.

Godbout, River St. Lawrence (Front)—Fixed red light shown from anchor lens lantern hoisted on a pole. *(Back)*—Fixed red light shown from anchor lens lantern hoisted on a pole.

Cape East, Saguenay river.—Fixed white light. The illuminating apparatus is dioptric of the 6th order.

St. Omer, Chaleur bay.—A lighthouse has been established on the outer end of the wharf at this point.

Latitude, N. 48° 6′ 24″.
Longitude, W. 66° 11′ 45″.

The light is fixed red. The illuminating apparatus is dioptric of the 6th order.

Grand Entry harbour, Magdalen islands.—An additional light which will constitute the back light of a range, to guide vessels through the entrance channel, has been established on the shoal inside the entrance to the harbour 782 feet N. 62° 45′ E. from the existing front light. The light is fixed red shown from an anchor lens lantern hoisted on a pole 30 feet high.

Grand Pabos wharf.—Fixed red light shown from an anchor lens lantern hoisted on a pole.

May islet, Gulf of St. Lawrence.—Fixed white light. The illuminating apparatus is dioptric of the 7th order.

Moisie river, Gulf of St. Lawrence.—(Front). Fixed red light shown from lens lantern hoisted on a pole. *(Back).* Fixed red light shown from lens lantern hoisted on pole.

There is a white diamond-shaped slatted day mark attached to each light pole.

Improvements.

Bonaventure point, Chaleur bay.—The fixed white light at this point has been changed to an occulting white light visible 15 seconds and eclipsed 5 seconds alternately. The illuminating apparatus is dioptric of the 5th order.

Crane island, St. Lawrence river.—The light at this point has been changed from an occulting white light to a fixed white light. The illuminating apparatus will

remain, as heretofore, dioptric of the 4th order, but the light will be reinforced in the downstream range by reflectors. The illuminant is petroleum vapour burned under an incandescent mantle.

Macquereau point.—Vapour light replaces the duplex lamp formerly in service.

Other Aids.

Beauport, River St. Lawrence.—Three black spar buoys have been established to mark the small channel leading to the government wharf at this point. These buoys are moored in about 8 feet low water, and serve as a guide to schooners and lighters coming to or leaving the wharf. The following sextant angles fix the position of the first buoy:—

Beauport church, 00° 00′ 00″
Ste. Petronille church, 56° 25′ 00″

St. Joseph de Levis church, 47° 40′ 00″

The following sextant angles fix the position of the second buoy:—

Beauport church, 00° 00′ 00″
Ste. Petronille church, 53° 44′ 00″

St. Joseph de Levis church, 46° 42′ 00″

The following sextant angles fix the position of the third buoy:—

Beauport church, 00° 00′ 00″
Ste. Petronille church, 52° 45′ 00″
St. Joseph de Levis church, 46° 25′ 00″

Harrington harbour, Gulf of St. Lawrence.—1. A black iron can buoy moored in 5 fathoms of water.

Latitude, N. 50° 29′ 43″
Longitude, W. 59° 27′ 21″

2. A red iron conical buoy, moored in 4½ fathoms of water.

Latitude, N. 50° 29′ 44″
Longitude, W. 59° 26′ 56″

Pointe Noir, Saguenay river entrance.—Hand fog horn.

Discontinuance.

Beaujeu Bank.—Red conical buoy No. 72-B.

Varde Point, Restigouche River.—The light boat at this point has been discontinued.

Lark Reef. T5—*B.*—Red conical buoy.

Gas Buoys.

Goose Island, River St. Lawrence, Station No. 66—B.—A gas buoy, painted red, shewing an occulting white light, has been established in 5 fathoms of water, south of Goose Island Reef.

Latitude, N. 47° 9′ 4″
Longitude, W. 70° 24′ 52″

Matane, River St. Lawrence.—The bell buoy formerly moored on the outer edge of the shoal off the mouth of Matane river has been replaced by an automatic gas

and bell buoy. The buoy is painted black. The light is white, automatically occulted at short intervals. The illuminant is acetylene.

Lark Reef, River St. Lawrence, Station No. 96—B.—A gas buoy, painted red, showing an occulting white light, has been established on the southeast extremity of Lark reef.

Latitude, N. 48° 3′ 40″
Longitude, W. 69° 38′ 25″

Ste. Croix Bar, River St. Lawrence, Station No. 36—Q.—A gas buoy, painted red, showing an occulting white light, has been established at the western end of Ste. Croix bar dredged channel.

Latitude, N. 46° 38′ 45″
Longitude, W. 71° 44′ 46″

St. Thomas, Station No. 78½—B.—Gas buoy.

MONTREAL DIVISION.

New Lights.

Grenville, Ottawa River.—Lighted buoy. The buoy consists of a square platform, or float, painted black, surmounted by a post carrying a pressed lens lantern showing a fixed white light.

Pointe du Lac, front light.—A new lighthouse has been erected at this point. The illuminating apparatus is a 5th order dioptric lens showing a fixed white light. The illuminant is acetylene.

Magog Wharf.—A fixed red light shown from a pressed lens lantern on a shelf on the wall of the freight shed.

Batture St. Antoine Traverse, Front Light.— A fixed white light shown from a pressed lens has been established on the west side of the river below Petite Ile.

Batture St. Antoine Traverse, Back Light.—A fixed white light shown from a pressed lens has been established 109 feet N. 20° 5′ E. from front light.

Cardinal Traverse, Front Light.—A fixed white light shown from a pressed lens has been established on the east side of the river opposite upper end of Deschaillons island.

Cardinal Traverse, Back Light.—A fixed white light shown from a pressed lens has been established 188 feet N. 39° 30′ E. from front light.

Hebert Point.—A fixed white light shown from a pressed lens has been established on the east side of the river.

St. Mark Point.—A fixed white light shown from a pressed lens has been established on the west side of the river.

Laperle Traverse, Front Light.—A fixed white light shown from a pressed lens has been established on the east side of the river, about ¾ miles above St. Ours locks.

Laperle Traverse, Back Light.—A fixed white light shown from a pressed lens has been established 228 feet S. 4° 25′ E. from front light.

Marcotte Traverse, Front Light.—A fixed white light shown from a pressed lens has been established on the west side of the river about ¾ mile above St. Antoine church.

Marcotte Traverse, Back Light.—A fixed white light shown from a pressed lens has been established 177 feet S. 62° 15′ W. from front light.

Petite Ile Course, Front Light.—A fixed white light shown from a pressed lens has been established on the east side of the river above Petite Ile.

Petite Ile Course, Back Light.—A fixed white light shown from a pressed lens has been established 397 feet S. 38° 30′ W. from light.

St. Antoine Church, Point Traverse, Front Light.—A fixed red light shown from a pressed lens has been established near St. Antoine church, on the west side of the river.

St. Antoine Church, Point Traverse, Back Light.—A fixed red light shown from a pressed lens has been established 131 feet N. 51° 28′ W. from front light.

St. Charles Point.—A fixed white light shown from a pressed lens has been established on the east side of the river.

St. Onge Traverse, Front Light.—A fixed white light shown from a pressed lens has been established about ½ mile below north end of Deschaillons island, on the west side of the river.

St. Ours Locks Traverse, Back Light.—A fixed white light shown from a pressed lens has been established 165 feet N. 37° 45′ E. from front light.

St. Ours Locks Traverse, Front Light.—A fixed white light shown from a pressed lens has been established on the east side of the river, opposite upper pier of St. Ours locks.

St. Ours Locks Travers, Back Light.—A fixed white light shown from a pressed pressed lens has been established 165 fet N. 20°5′ E. from front light.

St. Ours Locks Traverse, Back Light.—A fixed white light shown from a pressed lens has been established on the west side of the river below Petite Ile.

Windmill Point Traverse, Front Light.—A fixed white light shown from a pressed lens has been established 152 feet N. 29° 50′ E. from front light.

Improvements.

Pointe-à-Cadieux.—240° 6th order lens replaces the catoptric apparatus heretofore in use.

Other Aids.

Boucherville Channel, River St. Lawrence.—The following buoys have been established in the upper, or southern, part of this channel:—

1. A red conical buoy one-half mile below Ile Charron.
   Latitude, N. 45° 35′ 47″
   Longitude, W. 73° 27′ 56″

2. A black iron can buoy one-eight mile above northeast extremity of Ile Charron.
   Latitude, 45° 35′ 15″
   Longitude, W. 73° 28′ 26″

3. A black iron can buoy one-third mile below Iles Vertes on west edge of 8-foot patch.
   Latitude, N. 45° 34′ 44″
   Longitude, W. 73° 28′ 54″

4. A barrel buoy, painted black and white, one-fourth mile below Iles Vertes.

Latitude, N. 45° 34′ 42″
Longitude, W. 73° 29′ 3″

5. A barrel buoy, painted black and white, one-eighth mile below Iles Vertes.

Latitude, N. 45° 34′ 38″
Longitude, W. 73° 29′ 14″

6. A barrel buoy, painted black and white, one-eighth mile above Ile Charron.

Latitude, N. 45° 34′ 34″
Longitude, W. 73° 29′ 25″

Cap Levrard Channel, River St. Lawrence.—The following changes have been made in the buoyage of this channel:—

A black can buoy, 103—Q, has been removed 103 feet S. 20° E. from old position.

An iron conical buoy, painted red, numbered 104—Q, has been established opposite the black can buoy No. 103—Q.

Latitude, N. 46° 33′ 7″
Longitude, W. 72° 9′ 10″

An iron conical buoy, painted red, numbered 106—Q, has been established opposite the black gas buoy No. 105—Q.

Latitude, N. 46° 32′ 33″
Longitude, W. 72° 10′ 00″

A red spar buoy, numbered 108—Q, has been established opposite the black spar buoy No. 107—Q.

Latitude, N. 46° 32′ 17″
Longitude, W. 72° 10′ 23″

Ile aux Tourtes, Lake of Two Mountains, Ottawa River.—A red spar buoy has been moored on the north side of the steamboat channel to mark a small shoal with a depth of 5 feet over it at low water lying northeastward of Ile aux Tourtes, about 1¾ miles above Ste. Anne de Bellevue.

Gas Buoys.

Cap a la Roche, No. 92—Q.—An automatic gas buoy, painted red, showing an occulting white light.

Pointe aux Trembles.—The black can buoy known as No. 157—M, has been replaced by a gas buoy, painted black. The light is an occulting white light, and the illuminant acetylene.

Latitude, N. 45° 37′ 58″
Longitude, W. 73° 29′ 11″

Discontinuance.

Point du Lac.—The lightship temporarily maintained at this curve has been discontinued.

Cap a la Roche, No. 92—Q.—Red conical buoy.

River St. Lawrence Ship Channel, between Quebec and Montreal.—Red conical buoy No. 78—Q.

ONTARIO.

New Lights.

Cobourg, Lake Ontario.—Gas lighted beacon has been established on the outer end of the extended pier. The light is white, occulted at short intervals. The illuminant is acetylene.

Latitude, N. 43° 56′ 57″
Longitude, W. 78° 8′ 58″

Onderdonk Point, Bay of Quinte.—A lighthouse has been established at this point.

Latitude, N. 44° 4′ 39″
Longitude, W. 77° 32′ 25″

The illuminating apparatus is dioptric of the 7th order. The light is fixed white.

Sister Rock, Wabuno Channel, Parry Sound approach.— A lighted beacon has been established on the south end of this rock. The light is fixed white and shown from a lens lantern.

Latitude, N. 45° 14′ 19″
Longitude, W. 80° 13′ 10″

Victoria Harbour, Georgian Bay.—Range lights.

Front. Lighthouse stands on Bergie point. The light is fixed red. The illuminating apparatus is dioptric of the 5th order.

Latitude, N. 44° 45′ 20″
Longitude, W. 79° 47′ 00″

Back. Lighthouse stands on the hill behind the village. The light is fixed red. The illuminating apparatus is catoptric.

Shaganash Island, Lake Superior.—A lighthouse has been erected on the western end of island No. 10, a small island lying to the westward of Shaganash island. The light shown therefrom is fixed white and the illuminating apparatus is dioptric of the 5th order.

Latitude, N. 48° 26′ 10″
Longitude, W. 88° 28′ 50″

Island No. 118—A, Thousand Islands, River St. Lawrence.—A light has been established on this island which lies about 500 feet to the southward of Bridge island.

Latitude, N. 44° 27′ 58″
Longitude, W. 75° 50′ 5″

The light is fixed white and shown from a 31-day Wigham lamp.

Southeast Shoal, Pelee Passage, Lake Erie.—The lightship heretofore maintained by the Lake Carriers' Association has been replaced by a steel lightship maintained by the government of Canada.

There are two fixed white lights shown from 7th order lens lanterns hoisted on arms projecting from the foremast.

The boat is equipped with a steam fog whistle. The lightship is fitted with a submarine bell which, during thick or foggy weather will strike the number three every 14 seconds as follows,—three strokes at intervals of two seconds followed by an interval of ten seconds.

Waubaushene, Georgian bay.—Range lights established. The lights are fixed red shown from lanterns on poles. The illuminating apparatus in each consists of a 32 c.p. incandescent electric lamp placed in the focus of a paraboloidal reflector.

(1) One range will be known as Seven river range, it stands on the east side of Sturgeon bay about one-third mile west of Waubaushene village. The front light of this range stands on the shore three-eighth mile S. 85° W. from the Roman Catholic church.

Latitude, N. 44° 45′ 20″
Longitude, W. 79° 43′ 00″

The back light stands 400 feet S. 6¼° from the front light.

(2) A second range, which will be known as Waubaushene range, is on the flat north of the channel opposite the village. The front light stands on the west end of an inlet at Waubaushene, one-eighth mile N. 59° east from extremity of the northerly point on south side of channel.

Latitude, N. 44° 45′ 43″
Longitude, W. 79° 42′ 17″

The back light stands on the east end of the islet, 500 feet S. 84° E. from the front light.

Improvements.

Burlington bay, Lake Ontario.—The main light at this point has been improved by the substitution of a 4th order dioptric illuminating apparatus for the catoptric apparatus formerly used. The illuminant is petroleum vapour burned under an incandescent mantle. The light remains fixed white.

Gereaux island, North channel.—The five mammoth lamps and reflectors heretofore in operation have been replaced by a 4th order lens. The illuminant is petroleum vapour burned under an incandescent mantle.

McTavish point, Ottawa river.—The light shown heretofore from a lantern on a pole has been replaced by a light shown from a lighthouse. The light is fixed white and the illuminating apparatus dioptric of the 7th order.

Red rock, Georgian bay.—The fixed white light shown at this point has been changed to an occulting white light visible 8 seconds and eclipsed 4 seconds alternately. The illuminant is petroleum vapour burned under an incandescent mantle.

Port Burwell, Lake Ontario.—The catoptric light, consisting of three No. 1 burners and reflectors, has been replaced by a dioptric 4th order light. The illuminant is petroleum vapour burned under an incandescent mantle.

Port Maitland, Lake Erie.—The catoptric light heretofore in operation at this point has been replaced by a dioptric 4th order light. The illuminant is petroleum vapour burned under an incandescent mantle.

Kincardine, Lake Huron.—The alternating red and white catoptric light has been changed to a flashing white light, showing one bright flash every 20 seconds. The illuminating apparatus is dioptric of the 4th order and the illuminant petroleum vapour burned under an incandescent mantle.

Port Arthur, Lake Superior.—The fixed white light shown from the lighthouse on the southern end of the northern breakwater has been changed to an occulting white light, visible 5 seconds and eclipsed 3 seconds alternately. The illuminating apparatus is dioptric of the 4th order.

Port Stanley, Lake Erie.—The light of the acetylene beacon at this point has been changed from a fixed red to a white light, occulted at short intervals.

Other Aids.

Aultsville, River St. Lawrence.—The following buoys have been established to mark the channel between Steens island and the north shore of the River St. Lawrence in the vicinity of Aultsville:—

1. Red spar buoy in 15 feet of water on the shoal on the north side of channel, north of eastern extremity of Steens island.

2. Black spar buoy in 15 feet of water at east end of rush bed north of Steens island and about 200 feet west of its eastern extremity.

3. Red spar buoy in 13 feet of water on the north side of channel about 50 feet from the shore and 1,000 feet west of Aultsville dock.

4. Red spar buoy at the upper entrance of Aultsville channel in 17 feet of water and 400 feet from the shore.

Howe island, Thousand Islands, River St. Lawrence.—A spar buoy, painted in red and black horizontal bands, has been established on the middle of the 13-foot shoal two-third miles off the south shore of Howe island.

Latitude, N. 44° 16′ 35″.
Longitude, W. 76° 12′ 11″.

Port Arthur, Lake Superior.—A fog bell operated by machinery has been established at the lighthouse on the southern end of the northern breakwater. It will, during thick or foggy weather, give one stroke every 6 seconds.

Tobermory.—Hand fog horn.

Black Bear island, Man.—Hand fog horn.

Cox reef, Man.—Hand fog horn.

George island, Man.—Hand fog horn.

Gull harbour, Man.—Hand fog horn.

Gas Buoys.

Grass island.—Station No. 87—F, No. 8½ gas buoy.

Jackass shoal, River St. Lawrence.—Station No. 72—U, gas buoy painted red, showing an occulting white light.

Niagara river.—Gas and bell buoy.

Renshaw island.—Station No. 83—F, gas buoy.

Discontinuance.

Cobourg, Lake Ontario.—Fixed white pole light on east pier. Fixed red pole light at bend of west pier.

Jackass shoal, River St. Lawrence; Station No. 72—U.—Red spar buoy.

BRITISH COLUMBIA.

New Lights.

Friendly Cove, Nootka Sound.—A lighthouse has been established on the summit of the middle and largest island of the St. Miguel group lying off the entrance to this cove. The illuminating apparatus is dioptric of the 4th order.

Latitude, N. 49° 35′ 27″
Longitude, W. 126° 37′ 35″.

New Lights.

False Creek, English Bay, Burrard Inlet.—A pole with a cross arm at the top, from which two lanterns are suspended, has ben erected at the south end of Nicola street, city of Vancouver.

Latitude, N. 49° 16′ 41″
Longitude, W. 123° 8′ 28″

The light shown from each lantern is fixed red. The illuminant is electricity.

Lardo.—A fixed white light shown from an anchor lens lantern hoisted on a mast.

Patey Rock, Saanich inlet.—Beacon showing a fixed white light.

Proctor, Kootenay Lake, West Arm.—(1) The light at this point has been fitted with a red sector. The light shows white from S. 47° W., through south to east, and the remainder, showing over the west arm of Kootenay lake is red.

(2) Range lights have been established at Proctor to show the entrance to west arm of Kootenay lake. The lights are fixed white shown from pressed lens lanterns hoisted on poles.

Somass River, Vancouver Island.—A pile beacon showing a fixed white light.

Triangle Island, Vancouver Island.—A lighthouse has been erected on the summit of this island, which is the westernmost of the Scott islands. The light is flashing white, showing a group of four bright flashes every ten seconds, thus:

Flash	·28 seconds.
Eclipse	1·28 "
Flash	·28 "
Eclipse	1·28 "
Flash	·28 "
Eclipse	1·28 "
Flash	·28 "
Eclipse	5·04 "

The illuminating apparatus is dioptric of the first order, and the illuminant petroleum vapour burned under an incandescent mantle.

Latitude, N. 50° 51′ 48″
Longitude, W. 129° 4′ 50″

Improvements.

Active Pass, Mayne Island.—The light at this point has been improved by the substitution of a 5th order dioptric illuminating apparatus for the 6th order lens heretofore used. The illuminant is petroleum vapour burned under an incandescent mantle.

Portlock Point, Prevost Island, Trincomali channel.—The 7th order lens heretofore in use has been replaced by a 5th order dioptric illuminating apparatus. The illuminant is petroleum vapour burned under an incandescent mantle.

Prospect Point, First Narrows, Burrard Inlet.—The light at this point has been changed from fixed white to an occulting white light, visible six seconds and eclipsed three seconds alternately. The illuminating apparatus is dioptric of the 5th order and the illuminant petroleum vapour burned under an incandescent mantle. For the purpose of diminishing the brightness of the light to vessels in its close proximity, a red sector has been inserted in this light to show over an arc of 135° from S. 60° E. to S. 75° W.

Georgina Point, Mayne Island, Active Pass.—The fixed white light at this point has been changed to an occulting white light, visible five seconds and eclipsed five seconds alternately.

Other Aids.

Bamford Islands, Malacca Passage, Chatham Sound.—A beacon has been erected on the northernmost rock that dries off the reefs, three cables eastward of these islands.

Latitude, N. 54° 4′ 7″
Longitude, W. 130° 17′ 51″

The beacon is a concrete structure, the lower portion being square and the upper portion tapering.

Clarke Rock, Horswell Channel.—The black platform buoy which has heretofore marked this rock has been replaced by a black steel can buoy.

David Point, Lowe Inlet.—White slatwork day beacon.

First Narrows, Western Entrance, Burrard Inlet.—The gas lighted beacon on the northern shore has been moved to a new position 300 feet N. 39° W. from the old site.

A fog bell operated by machinery has been placed on the concrete base of the beacon. It will, during thick or foggy weather, be sounded at short intervals.

Porpoise Harbour Entrance, Chatham Sound.—Spar buoy, painted red.

Second Narrows, Burrard Inlet.—Two wooden pile beacons, consisting of five piles each, and each surrounded by a lattice-work drum painted white, have been established to show the extent of the shoal ground east and west of Seymour creek.

Second Narrows, Burrard Inlet.—Steel can buoy painted black surmounted by a cage.

Stockholm island, Clayoquot sound.—A concrete beacon has been established on a rock which dries 5 feet off this island, in the eastern end of Village channel. The beacon is square in plan, has the natural grey colour of concrete and rises 5 feet above high water mark. The concrete is surmounted by a wooden topmark consisting of a lattice-work ball 6 feet in diameter, the whole showing 10 feet above the concrete and painted red.

Tree Bluff (Jap point), Chatham sound.—A steel can buoy surmounted by a lattice-work drum, the whole painted black, has been established off the western extremity of the shoal ground westward from this point, south side of entrance to Big bay.

Victoria harbour, Vancouver island.—Spar buoy, painted red and black horizontal bands, to mark a small isolated rock on the western side of the fairway.

Rock point, Vancouver island, about ¾-mile west of Rocky bay.—Cone-shaped wooden day beacon painted white.

Latitude, N. 50° 20′ 11″.
Longitude, W. 125° 29′ 57″.

Ripple point, Vancouver island.—Cone-shaped wooden day beacon painted white.

Latitude, N. 50° 21′ 45″.
Longitude, W. 125° 34′ 36″.

West Thurlow island.—Cone-shaped wooden day beacon painted white.

Latitude, N. 50° 22′ 23″.
Longitude, W. 125° 45′ 28″.

Gas Buoys and Beacons.

Camp island, Loma passage.—A gas lighted beacon has been established at the south end of this island.

Latitude, N. 52° 6′ 6″.
Longitude, W. 128° 8′ 43″

The light is automatically occulted at short intervals and the illuminant is acetylene.

Crane islet, New Channel, Queen Charlotte sound.—Automatic acetylene gas beacon showing a white occulting light.

Latitude, N. 50° 50′ 42″.
Longitude, W. 127° 31′ 25″.

Cortez island, Strait of Georgia, Station No. 50.—Automatic gas and bell buoy painted red. The light is a white light occulted at short intervals. The illuminant is acetylene.

Helmicken island, Johnstone strait.—A gas lighted beacon has been established at the south end of this island.

Latitude, N. 50° 23′ 51″.
Longitude, W. 125° 52′ 10″.

The light is automatically occulted at short intervals and the illuminant is acetylene.

Low island, Hecate strait, Queen Charlotte islands.—Automatic acetylene gas beacon showing an occulting white light.

Latitude, N. 52° 54′ 40″.
Longitude, W. 131° 30′ 50″.

Mary Anne point, Galiano island, Active pass.—Automatic acetylene gas beacon showing a red occulting light.

Latitude, N. 48° 51′ 29″.
Longitude, W. 123° 18′ 45″.

(ENCLOSURE No. 2)

STATEMENT, by provinces, showing the number of lights of the several orders, lightships, lightboats, lightkeepers, fog alarm stations, warning buoys and submarine bells.

	Lightstations.	1st order lights.	2nd order lights.	3rd order lights.	4th order lights.	5th order lights.	6th order lights.	7th order lights.	Pressed lens lights.	Catoptric lights.	Electric bulb lights.	Total.	Lightships.	Lightboats.	Lightkeepers.	Fog alarm stations only.	Diaphones.	Fog guns and bombs.	Fog horns and trumpets.	Fog whistles.	Sirens.	Fog bells.	Hand fog horns.	Hand fog bells.	Gas buoys.	Whistling buoys.	Bell buoys.	Submarine bells.
New Brunswick	117	....	2	5	10	9	7	62	13	38	1	147	1	1	121	4	8	..	6	2	....	3	19	....	23	4	7	1
Nova Scotia	241	4	4	7	10	17	29	64	21	113	5	273	2	....	260	2	15	1	2	6	....	5	46	....	30	17	41	4
Prince Edward Island	49	....	....	....	10	....	1	4	1	59	....	75	....	....	49	....	1	1	1	....	....	....	2	....	6	2	1	
Quebec	139	5	7	14	12	7	7	37	8	84	....	181	5	....	151	2	22	6	1	3	1	....	16	2	37	2	1	4
Montreal	115	....	....	....	10	4	....	29	36	113	....	192	3	....	139	....	....	....	....	....	....	....	....	....	68	..	....	
Ontario	225	....	4	6	30	9	12	123	24	94	9	311	1	...	190	....	23	....	1	3	1	4	38	1	78	1	3	1
Manitoba	6	..	....	...	1	2	....	4	....	4	...	11	....	...	6	....	....	....	....	....	....	....	4	....	....	....	....	
British Columbia	60	4	1	2	6	7	3	56	13	6	3	101	1	....	60	1	13	..	1	.	....	11	4	....	18	2	2	
Totals	952	13	18	34	89	55	59	379	115	511	18	1291	13	1	976	9	82	8	12	14	2	23	129	3	260	28	55	10

The above number of lights does not include those shown from, lightships, lightboats and gas buoys. The lightkeepers number more than the stations owing to the fact that some stations have more than one lighthouse with different keepers in charge. Fog alarm stations where no lights are shown have keepers in charge and these are included in the number of lightkeepers.

Besides the above mentioned lights there are the following lights listed in the List of Lights which are not under the control of the Department:—

New Brunswick	1
Nova Scotia	3
Quebec	8
Montreal	8
Ontario	21
British Columbia	5

(Inclosure No. 3.)

Statement showing complete list of stations at which gas buoys were in operation throughout the Dominion during the fiscal year 1910-11.

UNDER THE NOVA SCOTIA AGENCY—DISTRICT No. 1.

Station No.	Name of Station.	Description of Buoy.
24	Pubnico	Gas and whistling.
27	Cape Sable, Southwest Ledge	"
29	Brazil Rock	"
32	Shelburne	"
35	Lockeport	"
37	Little Hope	"
39	Liverpool	"
40	Liverpool Fairway	Gas and bell.
45	La Have	"
48	Lunenburg	Gas and whistling.
49	Lunenburg, East Point Ledge	Gas and bell.
54	North East Shoal	Gas and whistling.
60	Sambro	"
61	Outer Automatic, Halifax Harbour	"
62	Inner Automatic, Halifax Harbour	"
63	Neverfail, Halifax Harbour	Gas.
65	Thrumpcap	Gas and bell.
67	Middle Ground, Halifax Harbour	Gas.
68	Leopard Shoal	"
70	Egg Island	Gas and whistling.
72	Sheet Harbour	"
76	Liscomb	"
80	Isaac Harbour	"
84	Whitehead	"
86	Canso or Grime Shoal	"
90	Cerberus Rock	"
94	Petitdegrat	Gas and bell.
100	Guion Island	Gas and whistling.
102	Louisburg	"
108	Flat Point	"
109	South-East Bar, Sidney	Gas.

UNDER THE NEW BRUNSWICK AGENCY—DISTRICT No. 2.

Station No.	Name of Station.	Description of Buoy.
4-S.	Blonde Rock	Gas and whistling.
6-S.	South-West Fairway, Yarmouth	"
8-S.	Cape Fourchu	"
10-S.	Hen and Chickens, Yarmouth	Gas and bell.
12-S.	South West Ledge, Brier Island	Gas and whistling.
14-S.	North West Ledge, Brier Island	"
16-S.	Avon River	Gas.
3	Old Proprietor	Gas and whistling.
5	North Wolves	"
7	Lepreau	"
9	Partridge Island	"
18	Foul Ground, St. John Harbour	Gas.
20	Quaco Ledge	Gas and whistling.
31	Scaumenac, Restigouche River	Gas.
32	Point Lanir, Restigouche River	"
34	Garde Pointe, Restigouche River	"
36	Oak Point, Restigouche River	"
38	Traverse, Restigouche River	"
40	Busteed, Restigouche River	"
42	Horseshoe Bar East, Miramichi	"
44	Horseshoe Bar West, Miramichi River	"
46	Caraquet Harbour, East	"
47	Caraquet Harbour, West	"

UNDER THE PRINCE EDWARD ISLAND AGENCY—DISTRICT No. 3.

1	Indian Rocks	Gas and whistling
2	Point Prim	"
3	Fitzroy Rock	"
4	Mid Straits	"
5	Miscouche Shoal	"
6	Zephyr Rock, Shediac Bay, N. B.	Gas.

UNDER THE QUEBEC AGENCY—DISTRICT No. 4.

21-B.	Matane	Gas and bell.
27-B.	Father Point	Gas.
29-B.	Rimouski Road	"
38-B.	Barrett Ledge	Gas and bell.
51-B.	Pilgrim Shoal	"
56-B.	Traverse, Middle Ground	Gas.
58-B.	South Traverse Middle Ground	"
59-B.	Lower Traverse	"
60-B.	Upper Traverse	"
64-B.	Channel Patch	Gas and bell.
65-B.	Port Joli	Gas.
66-B.	Goose Island Reef	"
67-B.	Beaujeu Bank, Northeast extremity	" and bell.
69-B.	Beaujeu, West end	"
70-B.	Beaujeu Bank, West end	" and bell.
77-B.	St. Thomas	Gas.
78½-B.	St. Thomas	"
80-B.	Grosse Isle	"
86-B.	Madame Island Reef	"
87-B.	Beaumont Reef	"
89-B.	Point Levis	"
96-B.	Lark Reef, South end	"
102-B.	Morin Shoal	"
106-B.	Grande Pointe	"
110-B.	Eastern Narrows, North Traverse	"
10-Q.	Fly Bank	"
15-Q.	Point Nicholas	"
24-Q.	Pointe aux Trembles	"
28-Q.	Point St. Antoine	"
34-Q.	Ste. Criox	"
36-Q.	Ste. Croix Bar	"
44-Q.	Cap Santé	"
49-Q.	Point Platon	"

SESSIONAL PAPER No. 21

MONTREAL DIVISION—DISTRICT No. 5.

Station No.	Name of Station.	Description of Buoy.
2-C.	Point Citrouille	Gas.
15-C.	Poulier Carpentier	"
20-C.	Ile Bigot	"
23-C.	Becancour, Lower Traverse	"
30-C.	Becancour Bend	"
39-C.	Becancour, Upper Traverse	"
43-C.	Cape Madeleine	"
55-C.	Ile aux Cochons	"
59-C.	Three Rivers Shoal	"
4-L.	Poulier Laforce	"
9-L.	English Bank	"
13-L.	Curve No. 3	"
17-L.	"	"
21-L.	"	"
25-L.	"	"
35-L.	Pointe du Lac course	"
47-L.	"	"
57-L.	Yamachiche Bend	"
58-L.	"	"
67-L.	Curve No. 2 to White Buoy	"
79-L.	"	"
85-L.	"	"
91-L.	Curve No. 1 to Curve No. 2	"
97-L.	"	"
160-L.	"	"
111-L.	Ile aux Raisins	"
123-L.	Pointe aux Soldats	"
136-L.	Ile de Grace	"
146-L	Nepigon Shoal	"
1-M.	Ile aux Foins	"
5-M.	St. Ours Traverse	"
16-M.	Bellmouth Curve	"
20-M.	"	"
24-M.	"	"
31-M.	Contrecœur Bend	"
45-M.	Contrecœur Junction	"
82-M.	Plum Island	"
89 M.	Verchères	"
103-M.	Poulier des Trois Bouées	"
117-M.	Cap St. Michel	"
124-M.	Ile des Lauriers	"
129-M.	Varennes Curve	"
133-M.	Varennes Curve	"
149-M.	Pointe aux Trembles Bend	"
157-M.	Pointe aux Trembles Curve	"
174-M.	Longue Pointe	"
175-M.	Pointe aux Trembles	"
177-M.	Pouolier à Gagnon	"
181-M.	Longueuil	"
191-M.	Longueuil	"
193-M.	Longueuil	"
194-M.	Maisonneuve	"
195-M.	Ile Ronde	"
196-M.	Longueuil	"
51-Q.	Portneuf	"
68-Q.	Batture Simon	"
73-Q.	Batture du Chêne	"
77-Q.	Batture à Cadieux	"
80-Q.	Cape Charles	"
90-Q.	Cap à la Roche Curve	"
92-Q.	Cap à la Roche	"
97-Q.	Upper Cap à la Roche	"
105-Q.	Cap Levrard	"
110-Q.	Cap Levrard	"
115-Q.	Batiscan Course	"
119-Q.	Batture St. Pierre	"
123-Q.	Batiscan Anchorage	"
129-Q.	Batture Perron	"

UNDER THE PRESCOTT AGENCY—DISTRICT No. 6.

Station No.	Name of Station.	Description of Buoy.
25-F.	Gresse Point	Gas.
30-F.	Soulanges Canal, Entrance	"
36-F.	Coteau Landing	"
40-F.	Hay Point	"
43-F.	West end of Middle Ground	"
46-F.	Port Lewis	"
48-F.	Point Mouille Flats	"
64-F.	Lancaster	"
68-F.	Island Bank	"
69-F.	East Lancaster Bar	"
76-F.	Lancaster Bar	"
78-F.	Squaw Island	"
83-F.	Renshaw Island	"
84-F.	Clarks Island	"
87-F.	Grass Island	"
96-F.	St. Regis Dyke, West End	"
16-S.	Four-fifth mile above Lachine	"
38-S.	Lachine Cut, Upper Entrance	"
48-S.	East of Lightship No. 2	"
53-S.	Off Browns Point	"
76-S.	Between Light No. 2 and Light No. 3	"
86-S.	Between Top Light and Ile Perrot	"
98-S.	Windmill Point	"
100-S.	Entrance to Soulanges Canal, East	"
102-S.	Entrance to Soulanges Canal, East	"
104-S.	Soulanges Canal, East	"
2-T.	Brockville Narrows	"
4-T.	Hillcrest	"
6-T.	Cole Shoal, Middle Ground	"
8-T.	Fiddlers Elbow	"
12-T.	Gananoque Narrows	"
38-T.	Wolfe Island	"
46-T.	Cold Bath Shoal	"
61-T.	Penitentiary Shoal	"
69-T.	West end of Middle Ground, between Snake Island and Seven Acre Shoal	"
102-T.	Northport Shoal	"
110-T.	Trenton	"
6-U.	Delaney Shoal	"
8-U.	Archibald Shoal	"
40-U.	Farran Point	"
54-U.	Prunner Shoal	"
72-U.	Jackass Shoal	"
127-U.	Dixon Island	"
136-U.	Upper Entrance, Iroquois Canal	"
128-U.	" "	"

ONTARIO DIVISION.—*LAKE ONTARIO-DISTRICT No. 7.*

1	Niagara	Gas and bell.

LAKE ERIE—DISTRICT No. 8.

1	Bar Point	Gas.
2	Grub Reef	"
5	West Side Eastern Entrance, Bar Point Channel	"
6	East " " "	"

THAMES RIVER—DISTRICT No. 11.

1	Thames River	Gas.

ONTARIO DIVISION—*Con.*

ST. CLAIR RIVER—DISTRICT No. 12.

Station No.	Name of Station.	Description of Buoy.
1	Courtwright	Gas.

SARNIA—DISTRICT No. 13.

1	Point Edward	Gas.

SOUTHAMPTON—DISTRCT No. 15.

4	Chantry Island, North	Gas.

GEORGIAN BAY—DISTRICT No. 16.

1-P.	Vails Point	Gas and bell.
2-P.	Hooper Island	Gas.
3-P.	Middle Ground	"
4-P.	Three Star Shoal	"
5-P.	Seguin Bank	Gas and whistling.
6-P.	Lone Rock	" "
7-P.	Lockerbie Rock	Gas.
8-P.	Surprise Shoal	Gas, whistling and bell.
10-P.	Kennedy Bank	Gas.
1-B.	Maganatawan Ledges	Gas.
2-K.	Entrance Key Inlet	"
8-K.	Murray Bend, "	"
14-K.	Keefer Bend, "	"
20-K.	Digsby, "	"
24-K.	Mann Reef "	"
26-K.	Inside Reef, "	"

STURGEON RIVER—DISTRICT No. 17.

1-N.	Sturgeon Bar	Gas.

SAULT STE. MARIE—DISTRICT No. 18.

1	Vidal Shoal, North Side, Upper End	Gas.
2	" South Side, "	"
3	" North Side, Lower End	"
4	Upper Entrance, South Side	"
5	" North Side	"

PORT ARTHUR—DISTRICT No. 19.

1	Port Arthur	Gas.
2	Southeast Dredged Channel, Fort William	"
3	Northeast " "	"

BRITISH COLUMBIA DIVISION—*DISTRICT No. 24.*

Station No.	Name of Station.	Description of Buoy.
1	Lookout Island	Gas beacon.
2	Kyuquot	Gas and whistling.
19	San Juan	"
23	Lewis Reef	Gas beacon.
24	Kelp Reef	"
25	Dock Island	"
27	Helen Point	"
28	Mary Ann Point	"
29	Walker Rock	"
30	Coffin Islet	"
31	Danger Reef	"
32	Joan Point	"
33	Gabrola Reef	"
35	Sand Head	Gas and whistling
36	Grey Point	Gas and bell.
37	First Narrows, Vancouver Harbour	Gas beacon.
40	Seechelt	"
42	Gallows Point, Nanaimo Harbour	"
43	West Rocks	"
44	Goose Spit	"
45	Kelp Bar	Gas and bell.
47	Oyster Bay	"
49	Lund	Gas beacon.
50	Cortez Island	Gas and bell.
52	Gillard Island	Gas beacon.
53	Maud Island	"
54	Chatham Point	"
56	Helmicken Island	"
58	Haddington Reef	Gas.
60	Crane Island	"
64	Zero Rock	Gas beacon.
67	Fog Rocks	Gas and beacon.
69	Camp Island	"
70	Dall Patch	Gas and whistling.
72	Vancouver Rock	"
74	Boat Bluff	Gas beacon.
84	Klewnuggit	"
86	Watson Rock	"
88	Marked Tree Bluff	"
89	Holland Rock	"
92	Casey Point	Gas.
93	Georgia Rock	Gas and bell.
94	Spire Ledge	Gas.
95	Barrett Rock	"
96	Coast Island	Gas beacon.
97	Ridley Island	"
101	Alford Rock	Gas.
103	Hodgson Reef	Gas and whistling.
105	Pointers	Gas beacon.
107	Browning Entrance	Gas and whistling.
110	Skidegate or Lawn Point	"
111	Low Island	Gas beacon.
112	Copper Island	"

The whole respectfully submitted.

J. G. MACPHAIL,
B.A., B. Sc., A.M. Can. Soc. C.E., Commissioner.

Commissioner of Lights Office,
Department of Marine and Fisheries,
Ottawa, April 1, 1911.

APPENDIX No. 3.

RIVER ST. LAWRENCE SHIP CHANNEL.

OTTAWA, Ont., June 20, 1911.

The Deputy Minister, Marine and Fisheries,
Ottawa, Ont.

DEAR SIR,—I have the honour to present the following annual report on the operations for the improvement of the River St. Lawrence ship channel during the fiscal year ending March 31, 1911.

I have very great pleasure in acknowledging that the success of the operations in a large measure is due to the skill and energy of the staff in charge, and also to the careful work of the officers and crews of the different vessels belonging to the ship channel fleet.

I have the honour to be, sir, yours obediently,

V. W. FORNERET, B.A.Sc.
Superintending Engineer.

The ship channel of the River St. Lawrence, between Montreal and Father Point, has a total length of about 340 statute miles.

The contracted part of the river, which may properly be called 'ship channel,' commences at the Traverse, to which point from Montreal the distance is 220 miles.

The length of the channel actually requiring improvement by dredging from Montreal to the Traverse is about 70 miles. The length of the 30-foot channel actually completed at the close of navigation, 1910, is 64·05 miles, leaving 5·95 miles yet remaining to be dredged in order to give a clear depth of 30 feet at low tide during the lowest stage of the river level.

From Montreal to Batiscan the tide is not available for navigation, and in order to enable vessels to load to full depth the dredging of this part of the river was first undertaken, and is now completed.

The completed channel has a minimum width, in the straight portions, of 450 feet, and on the curves from 500 to 800 feet.

HISTORY OF THE SHIP CHANNEL.

The St. Lawrence, owing to its situation, is the natural route from the Atlantic to the northern and northwestern half of the North American continent.

The opening of the Lachine canal, connecting Montreal with the Great Lakes, in 1825, established the route commercially.

The light-draught sailing vessels could then reach Montreal without trouble, except during a few weeks in the autumn, when they resorted to lightering.

In 1844, it was in an effort to give navigation up to Montreal for vessels of 500 tons, that the first work of dredging was undertaken.

The first proposals for improvements were discussed in 1825, the national character of the work being then recognized. Surveys were made and reported upon in 1831 and again in 1838.

In 1841, during an investigation, the committee proposed a tonnage duty sufficient to provide for the cost of the improved channel, which was considered would be

less than that of lighterage. It was, however, agreed that 'in order to draw the produce of the west down the St. Lawrence, it was expedient to make the transit charges as light as possible.'

Operations were commenced by the 'Board of Works' in 1844 and continued until 1847 when, owing to opposition as to the location of the channel, the work was abandoned.

After 60 years it is now considered that the straight channel as commenced would have been preferable in many ways.

In 1850, the Harbour Commissioners of Montreal proposed that they could do the work more economically and expeditiously. They asked for authority to undertake the work and to charge a tonnage duty to pay for the 8 per cent interest and 2 per cent sinking fund.

This plan was adopted in August, 1850, and the commissioners were authorized to proceed in such a manner as they should deem best, the government plan being transferred to them.

The harbour commissioners after examination and the best advice obtainable, adopted the location of the deepest natural channel in Lake St. Peter. This results in the present channel with five tangents, instead of two long straight courses as at first commenced.

The original depth through Lake St. Peter was 10 feet 6 inches.

From 1850 the channel was deepened from stage to stage until in 1888, when the debt amounted to somewhat over three million dollars, the government decided to complete the channel as a national work, and to assume the debt, and from that day the channel has been open free to the commerce of the world.

At that date the channel had been deepened to 27½ feet at ordinary low water from Montreal to Cap à la Roche, and from there to Quebec the tide was available.

Nearly 20,000,000 cubic yards had been dredged at an average cost of about 20 cents per yard, including the cost of the plant

A dredge of the type of 1846, excavated in Lake St. Peter in one day, 1,200 cubic yards. By wonderful improvements in 1888, a dredge of that time could make 7,200 yards without trouble. At the present time, working day and night, the Lake St. Peter dredge removes at a fairly average rate 20,000 cubic yards per day.

The work was then conducted by the Department of Public Works of Canada from 1889 until 1904, when the management and control of the river, together with the shops and dredges, were handed over to the Department of Marine and Fisheries, which department had general charge of navigation.

At the present time a splendid channel of 30 feet at extreme low water exists from Montreal to Cap à la Roche, and to Quebec by taking advantage of the tide.

The success of the work is in a great measure due to the geographical situation of the route, the physical features of the river favourable for improvement, the determination and public spirit of the business men and industrial corporations of Montreal, and to the recognition by the government of Canada of the national character of the project.

THE PRESENT PROJECT.

The present project for a 30-foot channel between Montreal and Quebec was adopted in 1889, while the improvements below Quebec were decided upon in 1906.

The estimate of 1899 was for ten years work. The plant was only partially available until 1903.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth, at the extreme low water of 1897, from Montreal to tide water at Batiscan, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions and from 550 to 750 feet at the bends. An anchorage was to be provided for Lake St. Peter.

Of this work, the 30 foot channel from Montreal to tide water at Batiscan was completed in 1906. This is now in use, deep draught vessels in the autumn waiting for tide, to pass Cap à la Roche and St. Augustin bar.

The work remaining to be done is about 1½ miles of shale rock at Cap à la Roche; about ¾ of a mile at Grondines; about 1 mile at St. Augustin bar; also about 1 mile of widening at Ste. Croix.

Cap à la Roche will probably take from two to three years to complete, while the remainder to Quebec should be completed at the same time, or in one year longer.

The project of work below Quebec, had in view a 30-foot channel at low tide at St. Thomas Flats, and at Beaujeu Bank, everywhere 1,000 feet wide.

The Beaujeu bank channel was completed in 1909 and widened in 1910.

The St. Thomas channel where the material is clay and sand is expected to be finished in 1911.

ACCIDENTS IN 1910.

River St. Lawrence Ship Channel between Montreal and Father Point.

Only one accident of any importance took place in the ship channel during the season of 1910. This occurred on May 10 when the steamship *Grampian,* of the Allan line, inward bound from Glasgow to Montreal, went aground on the north bank of the channel at Cap à la Roche during a sudden storm which obliterated all marks. She floated at high tide and proceeded under her own steam to Montreal. The bottom was found to be damaged and the steamship had to go into dry dock for repairs.

An unusual accident happened in Montreal harbour. This was the sinking of two sand barges in the old channel. The barges were being towed up when the towline suddenly parted, and the barges collided and damaged themselves to such an extent that they sank immediately. During the winter the wrecks were cleared away.

The following are the few minor accidents which happened in the channel:—

May 30.—SS. *Crown of Castile* touched slightly on south bank between buoys 91 and 95, at Cap à la Roche.

July 11.—SS. *Stigstad* touched slightly on edge of bank, Cap à la Roche. No damage.

September 23.—C.P.R. SS. *Montcalm* and Dominion Coal SS. *Kron Prinz Olaf* collided at Channel Patch. Both boats were somewhat damaged.

November 6.—Canada line SS. *Prince Adalbert* while manœuvering to turn around near Vercheres, P.Q., collided with a barge which was being towed up river, damaging the latter slightly.

MARINE SIGNAL SERVICE.

River St. Lawrence Ship Channel.

There are twelve stations established at the following places:—

Locality.	Distance in nautical miles from Montreal.	In operation.
Montreal	00	Day and night.
Longue Pointe	5	"
Verchères	19	During daylight.
Sorel	39	Day and night.
Three Rivers	71	"
Batiscan	87	During daylight.
St. Jean des Chaillons	93	Day and night.
Portneuf	108	During daylight.
St. Nicolas	127	Day and night.
Bridge	133	During daylight.
Quebec	139	Day and night.
Crane Island	171	"

The above stations are connected by a private through telephone system, terminating at Quebec and Montreal, with the exception of Crane island, which communicates with Quebec *via* the Bell Telephone Company's system.

Each station has a mast 60 feet in height with a cross spar 20 feet long about 20 feet from the top of the mast.

When a station is in operation a 'Jack' is hoisted to the mast-head during daylight and a white light at night.

Signals displayed at west end of cross spar indicate river or points above station.

Signals displayed at east end of cross spar indicate river or points below station.

For other communications between vessels and stations or vice versa, the International Code of Signals is used.

The telephone service was started September 1, 1907 and the system of signals on November 5, 1908.

The combined service of telephone and signals has proved to be very useful, weather conditions being reported from the different stations along the river. The whereabouts of vessels can also be obtained.

Owing to its promptness, the service has been of great value in connection with the dredging operations, as in the event of breakages, &c., communication can immediately be obtained with the shops at Sorel, and orders can then be given for repairs, thereby saving a great deal of valuable time.

The stations were kept in good repair during the past season and some minor improvements were made to some of them.

As the Cap Rouge station was not considered to be in a very suitable position for reporting ice-conditions in connection with the ice-breaking operations, a much better point was found just above the Quebec bridge site on the south shore about a mile below the Cap Rouge station.

The signal station at Cap Rouge was situated in a private residence, therefore it was necessary to provide a building for the new site, which was called 'Bridge Station.' The original signal station at Vercheres being no longer needed since the old Windmill was restored for use as a station, it was towed down last autumn to Bridge Station on a scow, and placed in position at that point.

The advisability of this change was proved during the past winter, as more accurate reports were obtained about the ice-conditions on the river, and when a jam occurred it was reported promptly to the captains of the ice-breakers at Quebec, who lost no time in proceeding to the locality to break it up.

OTTAWA, May 2, 1911.

A. JOHNSTON, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I beg to respectfully submit Mr. N. B. McLean's report on the ice-breaking operations between Quebec and Montreal during the winter of 1910-11.

It will be noted that the St. Lawrence ice-conditions during the past winter were most severe, but notwithstanding this fact the results obtained were very satisfactory.

Although the opening of navigation was not hastened as much as the previous season, the prevention of floods in the low lying districts was successfully accomplished, thereby saving the inhabitants much suffering and loss of property.

It is generally admitted that had the ice-breakers not been in operation during the winter, conditions indicated that disastrous floods would have occurred in the spring.

The usefulness of the ice-breakers was again proved when owing to an accumulation of ice below the foot of the Soulanges canal, vessels from above were prevented

from passing down. On the department being notified the *Lady Grey* was ordered to proceed immediately to Soulanges.

The ice-breaker arrived there at 11 a.m. on May 2, and commenced breaking up the jam.

The ice was found to be from 20 to 40 feet in thickness in some places and composed mainly of frazil.

After several hours of strenuous work the *Lady Grey* succeeded in cutting her way through, thereby allowing six large lake steamers which were held up, to pass down. Had the ice-breaker not been available there is no doubt that these vessels would have been delayed for several days longer.

The successful work accomplished during the winter by the two ice-breakers, *Lady Grey* and *Montcalm* is a credit to Mr. N. B. McLean, assistant engineer, who was in direct charge of these operations, and to the officers and crews of these steamers.

I am, sir,

Yours obediently,

V. W. FORNERET,
Superintending Engineer.

SOREL, May 1, 1911.

SIR,—I have the honour to submit the following report on the work of the ice-breakers *Lady Grey* and *Montcalm* during the winter of 1910-11.

The season just closed was one of the most severe for many years, not only was it extremely cold, but it was also of long duration, beginning early in December and continuing well on into April. The meteorological observations taken at McGill observatory, Montreal, show that the mean temperature for the winter was considerably below the mean temperature for the last 37 years, and that the percentage of possible sunshine was also very low. This lack of sunshine, coupled with low temperature, is important, as ice and frazil is much more rapidly formed on cloudy days than on days when the sun is shining.

The ice-bridge formed at Three Rivers on December 8, and by December 15 the river was covered with ice from this point to Montreal.

The close of the winter of 1910-11 marks the third season's serious ice-breaking operations in the River St. Lawrence between Quebec and Montreal.

In 1908-9 the *Montcalm* worked alone, and the ice-bridge at Cap Rouge was allowed to form before operations were begun. The following year the system was changed, and two ships, the *Montcalm* and *Lady Grey,* were employed in place of one. The intention was to keep Cap Rouge open if possible, as it was generally conceded that with this point clear the river would remain free of ice for a considerable distance above. This attempt proved successful and the river remained open to Three Rivers.

The plan of operation that was followed in 1909-10 having been satisfactory, the same system was continued this year, the *Montcalm* and *Lady Grey* patrolling the river on alternate days between Quebec and St. Nicholas, with both ships always ready for an emergency.

No difficulty was experienced in keeping Cap Rouge open all winter, though several heavy jams and two or three minor ones occurred.

On January 17 the ice blocked at Batiscan. Previous to this date the river had been open from Quebec to Three Rivers. Following this, on January 21, a jam occurred at Grondines, and on the 23rd another at Portneuf. In a very short time these jams had assumed serious proportions. The river was covered with ice in three

days from Batiscan almost to Three Rivers. At Portneuf by January 29, the ice had backed up to the Richelieu rapids, and the blockade was four miles long. The Grondines jam had also considerably increased in size.

From January 26 to 28, inclusive, the *Lady Grey* made three attempts to reach Portneuf, but owing to heavy snowstorms was not able to pass St. Nicholas, and it was only on January 29 that it was possible to get through.

It was found that the jam there was about four miles long, much heavier than was expected, the lower end being about half a mile above Platon wharf and the upper end slightly below the light on Richelieu island.

After six and a quarter hours' work, when it was time for the ship to return to Quebec, about two miles advance had been made, leaving two miles more to be cut through before arriving at the open water at the foot of the Richelieu rapids.

Owing to adverse weather conditions on January 30 and 31 it was impossible to continue the work at Portneuf, and after the latter date the *Lady Grey* had to be on duty at Quebec, as the *Montcalm* was leaving for a trip to Seven islands.

Very serious floods were likely to follow as the result of the river being blocked from Portneuf upwards, so it was decided that the work of opening the upper reaches should be commenced immediately after the return of the *Montcalm*.

The *Montcalm* returned from Seven Islands on February 12, but owing to bad weather and heavy ice the *Lady Grey* was not able to proceed up the river till February 15. On this date the work of breaking up the ice began abreast of Platon wharf.

It was found that this jam was a much more serious proposition than it was on January 29, and that it consisted in the main of a heavy bank of frazil, the most difficult of all ice to break up. This bank was a mile to a mile and one-half in length by a half to three-quarters of a mile in width, and was situated in the bend opposite Portneuf. The same formation was found at this point in the spring of 1909. After a great deal of difficulty this mass of frazil was cut free on all sides, but even then it would not move. This was difficult to understand for a moment, but there could be only one explanation, it was grounded, and grounded where the chart showed from 60 to 80 feet of water. To get rid of it it was necessary to break it up little by little, and it was February 23 before it was finally disposed of. Large numbers of the smaller pieces broken off from the main bank were strung out and stranded as far down as St. Antoine, and there was a great number of these in and near the Cap Santé-Ste. Croix channel; in fact, so numerous were they that there was danger of a jam being formed and they had to be cleared out. These small icebergs stood from 12 to 15 feet out of water at low tide. After the last of the heavy frazil ice had been sent down on February 23, the cut was carried up stream through ice from 1 to 3 feet thick, with here and there heavy ridges of packed ice and frazil, and on February 27 the *Lady Grey* cut through into open water at the foot of the Richelieu rapids, about one-quarter of a mile above Richelieu island light.

This five mile stretch from Platon wharf to the Richelieu marked the first stage in the operations of opening to river to Montreal, and twelve days was required to do the work, giving a rate of advance per day of not quite half a mile. This was by far the heaviest and most difficult work executed by the ice-breakers during the season.

The open water extended from one-quarter of a mile above Richelieu island light to about half a mile below Langlois light, a distance of five miles. At this point on March 2 the *Lady Grey* began the second stage of the operations. Work was carried on steadily and by March 9, the head of the cut had been pushed to about 1 mile above Cap à la Roche curve, and the second stage of the operations, 8¾ miles in length was completed, seven days being required for the work, giving an average rate of advance per day of 1¼ miles. The ice broken on this stretch varied from one to three feet in thickness with occasional ridges and pockets of packed ice and frazil.

At this point the *Lady Grey* returned to Quebec for coal and general supplies, and was replaced by the *Montcalm*.

It must be understood, that the work of cutting up stream could not be carried ahead continuously without interruption, for there were numerous delays from various causes. It was necessary to return to Quebec from time to time for coal; the work was interrupted by fog and snow; battures broke away on either side and the ship had to drop back so as not to be cut off, and very frequently had to re-clear the channel; as the cut was pushed ahead the narrow channel had to be widened to as great a width as possible.

The third stage of the operations from above Cap à la Roche curve to Three Rivers, a distance of 24¾ miles, was completed in seven days, the *Lady Grey* arriving at latter place on March 16, making an average advance per day of practically 3½ miles.

It was the intention to operate the *Montcalm* and *Lady Grey* together from above Cap à la Roche, but unfortunately, this was only possible for one day on the stretch to Three Rivers, as the *Montcalm* broke two propeller blades and had to return to Quebec for repairs. On the day the two ships were able to work side by side 6 miles of channel was opened. The best day's work for one ice-breaker was 4¼ miles and the least was about 2 miles. The ice between Cap à la Roche and Three Rivers averaged pretty well from 12 to 20 inches with occasional pockets of packed ice and frazil.

From March 17 to 19, inclusive, widening was carried on between Cap à la Roche and Three Rivers. When this was completed the channel between these two points was nowhere less than 1,500 feet wide and in many places 2,000 feet or more.

The *Montcalm* arrived back from Quebec on March 18, having completed the repairs to her propellers.

On the morning of March 20, the work of cutting up stream began once more, the *Montcalm* and the *Lady Grey* working side by side. On this stretch the cut was pushed ahead rapidly, as the two ships were able to work together a good part of the time, and on March 29 the *Montcalm* arrived at Sorel.

The channel between Three Rivers and Sorel, a distance of 37 miles, was opened in ten days, giving an average rate per day of 3¾ miles. The *Lady Grey* was absent four days out of the ten, breaking up jams that had formed below Three Rivers. The ice broken varied from 18 to 26 inches in thickness with some packed ice and frazil in the Sorel islands.

Widening operations were carried on wherever possible between Pte. au Bigot and Sorel from March 30 to April 6, inclusive. Below Three Rivers the least width of channel was 1,800 feet at Becancourt bend, after this widening was completed, and above Three Rivers to the foot of the lake the river was cleared of ice nearly to summer width, the channel through the lake and the Sorel islands was opened to its full width, and from the islands to Sorel there was nowhere less than 1,500 feet.

On April 7 and 8, the two ships were engaged cutting up stream again, and on the latter date had arrived opposite Lanoraie, 8¾ miles above Sorel. The ice on this stretch, even at this late date, was very heavy there being a great deal of packed ice and frazil.

The next day, April 9, a jam occurred at the foot of the lake. This indicated that the ice was growing weak, so it was decided, that it was unsafe to push the cut any further up above Sorel till the lake should be clear.

The lake was considered to be the fifth stage of the operations, and perhaps the most important of all, for there can be no question of navigation to Montreal, as long as there is ice in Lake St. Peter.

With Lake St. Peter free of ice, and if the river above is not clear, work can be carried on with perfect safety; on the other hand should a general shove occur in the lake and the ice-breaker caught above it, its usefulness is practically finished for that season for it will not be possible for the ship to cut her way down stream through the many miles that would intervene between her and Nicolet Traverse, and the ice must pass out, as it has done in former years, aided only by nature.

Before ice-breakers were brought into use the lake ice did not move till the warm waters from the rivers to the south had practically cut a channel along the south side, and the old rule was, that six or seven days must elapse after the Richelieu river was clear of ice before any movement took place in the lake.

Lake St. Peter is roughly 21 miles long by 7 miles wide with an area of about 140 square miles. This 140 square miles of ice must pass out at the lower end through a channel 1½ miles wide. With the aid of ice-breakers this can be worked through in about three days, but if left to nature, it required considerably longer.

A plan of operations for the work in the lake had been decided upon, based on three year's experience and on information of a general character gathered from various sources. This plan was strictly adhered to in spite of a great deal of adverse criticism.

Professor H. T. Barnes, F.R.S., of McGill University, has demonstrated by the aid of his delicate electric thermometer, that directly the ice has been cleared from a section of channel the water in that section immediately begins to absorb heat from the sun. It was the intention to apply that heat to aid and expedite if possible the clearing of Lake St. Peter of ice. For that reason the channel above the lake was opened as far up as the time permitted, in this case only to Lanoraie. Had more time been available the work would have been pushed further up stream. As had been noted several times before, the current sets pretty well across from Ile aux Raisins Traverse to Nicolet pier. It was hoped that the heat absorbed by the water would be given up in cutting the ice between these two points.

From April 12 to April 15, the *Lady Grey* was engaged widening from Nicolet Traverse to No. 2 Curve, and this portion of the lake was cleared out much wider than had ever been done before. At the Traverse the opening was 1½ mile wide, gradually getting narrower till at the white buoy curve it was about three-quarters of a mile in width, and decreasing again to No. 2 curve, where it was a quarter of a mile wide.

When the *Lady Grey* arrived at Nicolet on Sunday, April 16, it was found that there had been a general movement of the lake ice during the night, and by April 19, after three days hard work, the whole of the central portion of the lake was clear. A good deal of ice still remained on the north and south sides.

The next day, April 20, a general inspection was made from end to end of the lake, and it was found that the ice on the north side was so honeycombed that no further trouble in the way of jamming need be anticipated from it.

As before stated, the old rule concerning the movement of the lake ice when nature was allowed to take its course, was that it occurred only six to seven days after the Richelieu river was clear.

The Richelieu this year was free on the afternoon of Monday, April 17, consequently the lake was due to move about Sunday, April 23.

Instead of that, however, the lake moved on April 16, one day before the Richelieu was clear, and was itself practically clear on April 19, three days before it should have moved under old conditions.

The ice broke across pretty well from Ile aux Raisins to Nicolet, as was hoped; so all things considered, the plan of operations would seem to have been fairly well justified.

Work was carried on in the Sorel islands for two days breaking up jams and generally keeping the ice moving, and on April 23 the *Lady Grey* entered upon the final stage of the operations. The river was practically clear of ice from Sorel to the foot of the Contrecœur Traverse, and above this point there was ice everywhere, but it had shoved to some extent. No great difficulty was experienced in cutting through this, and the ship proceeded up stream as far as Cap St. Michel, where another stretch of open water was found. From this point a return was made to Sorel. During the night all this ice passed out, and next morning the open water extended up to Ile aux Vaches low light. Work began here, and during the day two miles

of channel was opened through very heavy packed ice with frazil, the head of the cut at night being abreast of Pte aux Trembles wharf. On April 25 about three miles of ice remained to be broken up before the open water below Longue Pointe could be reached. This stretch presented some difficulties, as it was entirely frazil ice solid to the bottom. However, by 4.50 p.m. the channel had all been cleared, and at 5.40 p.m. the *Lady Grey* arrived at Montreal, bringing to a close the hardest and most difficult season's work that has yet been experienced.

As has been stated in the previous report, the results to be obtained by keeping the river open in winter from Quebec to Batiscan or Three Rivers may be divided into three heads:—

(1) Prevention of floods.

(2) Earlier navigation to Montreal.

(3) A longer season for dredging operations.

The first result has been obtained, as there have been no floods since serious ice-breaking operations were undertaken. The second and third results also have unquestionably been obtained, though it is impossible to state how much sooner the river has been clear of ice than it would have been if left entirely to nature. The fact that Lake St. Peter was clear three days before it was due to move according to the old rule, shows at least that some gain has been made in this direction.

From the experience gained this year I am of the opinion that the river can be kept open from Quebec to Three Rivers, even should the weather be again as severe as it was last winter.

Eighty-five and one-half miles of channel were cut by the ice-breakers. This represents channel that was actually 'bucked' out, and does not include open water, stretches of channel that were easily cleared by running up and down once or twice, nor jams that had to be recleared. Eighty-five and one-half miles in seventy days gives an average rate of advance of 1¼ miles per day, including all delays. As a result of the work, 125 miles of channel was opened.

Working in fair average ice the *Lady Grey* delivers a blow every three minutes, and the *Montcalm* one every four and one-half minutes, being rather slower in manœuvering. This gives some idea what the hull and machinery of the ice-breakers have to stand.

I have again to comment most favourably on the creditable manner in which Captains Mercier and Pelletier carried out their work throughout the winter.

I have the honour to be, sir,

Your obedient servant,

N. B. McLEAN,

V. W. Forneret, Esq., C.E.,
Superintending Engineer,
River St. Lawrence Ship Channel,
Department of Marine and Fisheries.
Sorel.

GENERAL INFORMATION.

A feature of the season was the inauguration of the Canadian Northern Steamship line with two vessels of high speed. Under the name of the 'Royal Line' they maintained throughout the season a fortnightly service between Montreal and Bristol. These ships are the first ocean-going vessels to sail under the Canadian flag and are named *Royal Edward* and *Royal George*.

During the course of the sweeping of the channel in 1910, no obstruction of any serious nature was found. Two or three vessels were reported to have touched above Quebec, but the most careful examination failed to reveal anything in the channel.

Two semaphores, indicating the channel depths in their respective localities, were maintained as usual, the one at St. Jean des Chaillons for the depth in the Cap à la Roche dredged cut was put in operation on May 2, and the other at St. Nicholas showing the depth over the undredged St. Augustin bar, on May 24, 1910.

The annual trip of inspection of the river St. Lawrence Ship Channel from Montreal to Crane island, was made by the Honourable the Minister on October 6, 1910.

The steamer *Lady Grey* left Victoria pier, Montreal at 9.30 a.m., and the inspection occupied three days during which the various works between Montreal and Crane island below Quebec were visited. The minister, the Honourable Mr. Brodeur, was accompanied by his officials, representatives of the Shipping Federation of Canada, Montreal Board of Trade, La Chambre de Commerce, Montreal and Quebec Harbour Commissioners and the Montreal and Quebec Pilots.

The progress of the work at the different points gave satisfaction.

Much interest was shown in the experimental rock-cutter working at Cap à la Roche which was making good progress.

As it was uncertain what success would be obtained with this machine, it had been decided to utilize the hull and as much of the machinery as possible of the new stone-lifter under construction at the Sorel shipyard. Therefore, it had been only necessary to purchase a rock-cutter ram, and hoisting winch, which was obtained from Messrs. Lobnitz & Company, Renfrew, Scotland, the weight of the ram being 20 tons.

After the installation on the stone-lifter was completed, the machine was started to work at Cap Charles, in the Cap à la Roche section of the channel, where the shale rock is very hard, and it was soon found that the rock-cutter could break up this rock without difficulty. It took an average of five blows to penetrate three feet, the penetrations being five feet apart. The broken rock was found to be of convenient size for dredging.

Results proved that after the rock-cutter had gone over the ground, the dredge could remove about 75 per cent more material in the same given time, than it could before the rock was broken.

In addition to the large amount removed the strain on the dredge is very much less, and therefore fewer repairs are necessary, and less time lost.

The results obtained during the season of 1910 were so satisfactory that a complete machine was ordered from Messrs. Lobnitz & Company. As it was found that the 50 foot ram would be too short for the 35 foot channel, owing to the high tides, a longer one has been ordered and weighing 22 tons. This will make the new rock-cutter suitable for work on the 35 foot channel. It is expected that this machine will be ready for next season.

The Cap Levrard channel was completed before the end of the season. It is now 450 feet wide, and deepened to 30 feet at L.W. of 1897. Formerly this channel was only 300 feet in width, and 27½ feet deep at ordinary low water.

Lights were constructed on the new axis of the channel.

The thirty-foot channel is now completed to the Upper end of Cap à la Roche channel, a distance of 107½ miles from Montreal.

Some progress has been made during the last season in connection with the 35 foot dredging. Dredge *No. 7* having deepened a distance of three miles on Lake St. Peter to 35 feet at L.W. of 1897. The material however, is much harder at that depth.

When the proposed additional plant to be constructed for the 35 foot project, is completed, rapid progress should be made.

As the proposed floating dry-dock to be built for Montreal harbour would be of large public utility and a great aid to navigation on the St. Lawrence, and owing to the fact that the floating dock basin to be built by the Montreal Harbour Commissioners, was at some little distance from the main channel, the Department of Marine and Fisheries agreed to dredge an approach to dry-dock. Dredging was commenced

at the beginning of the season, and good progress was made. It is expected that this channel approach will be completed by the end of next season, to a depth of 30 feet at L.W. of 1897, and to a minimum width of 750 feet.

The total cost from 1851 to the close of the fiscal year, of the ship channel, including plant, shops, surveys, &c., is as follows:—

Dredging	$8,358,332 23
Plant, shops, surveys, &c	3,756,770 41
Total	$12,115,102 64

The total number of cubic yards dredged amounted to 73,721,627 the material varying from very hard shale rock to soft blue clay.

Year.	Average Depth for each Month in the 27½ foot channel. (27½ feet at Ordinary Low Water.)							From Sorel Gauge during each year May to November	
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.
1890	35 6	35 3	31 9	30 6	30 9	29 9	30 6	37 0	29 0
1891	34 6	31 3	29 9	29 9	30 0	28 3	28 3	36 9	27 3
1892	31 0	31 9	31 6	30 6	28 9	28 3	28 3	33 6	27 3
1893	36 0	34 3	30 9	29 9	29 6	28 6	28 0	37 6	27 6
1894	34 6	31 9	31 0	29 2	28 3	28 9	29 0	36 0	27 7
1895	33 3	31 3	28 3	28 3	27 6	26 9	26 9	34 6	25 10
1896	33 6	30 6	28 9	28 0	27 6	27 9	29 0	37 0	27 4
1897	35 6	32 6	30 3	29 3	28 0	27 0	27 6	37 0	26 5
1898	31 6	30 9	29 8	28 2	28 2	28 3	28 6	32 1	26 9
1899	36 2	31 9	30 3	28 6	27 6	28 0	27 9	37 9	27 9
1900	33 6	30 9	30 6	29 6	28 1	28 9	29 2	35 9	27 4
1901	34 3	31 10	29 2	28 3	27 7	27 4	27 3	36 3	26 6
1902	32 2	32 2	32 2	29 4	28 1	28 1	29 0	34 1	27 6
1903	33 0	30 11	30 5	29 5	28 4	28 0	27 11	32 8	26 11
1904	36 3	34 5	30 9	29 5	29 5	30 4	29 3	37 4	28 1
1905	31 10	30 8	29 7	29 0	28 0	28 5	28 1	33 6	27 1
1906	32 4	31 5	29 3	27 11	27 3	27 4	27 6	33 3	26 9

Year.	Average Depth for each Month in the 30 foot channel (30 feet at the extreme L. W. of 1897.)							From Sorel Gauge during each year May to November.	
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.
1907	37 1	35 9	34 3	32 10	32 4	32 9	33 7	38 3	31 10
1908	41 5	37 10	33 10	32 10	32 0	31 0	30 6	42 4	30 0
1909	40 6	37 6	33 10	33 2	32 7	32 4	31 6	42 7	30 11
1910	35 7	34 5	32 3	31 7	31 6	31 6	31 7	37 1	30 7

COST OF SHIP CHANNEL TO DATE.

TABLE showing the total cost of dredging and plant and the quantities dredged to March 31, 1911.

—	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
	$ cts.	$ cts.	Cubic Yards.
MONTREAL HARBOUR COMMISSIONERS, 1851 TO 1888.			
Dredging Montreal to Cap à la Roche to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec to 27½ feet at half tide	3,402,494 35	534,809 65	19,865,693
DEPARTMENT OF PUBLIC WORKS.			
Dredging, consisting of widening and cleaning up of channel: deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière and Ste. Croix, 1889 to June 30, 1899	829,583 08	486,971 79	3,558,733
Project of 1899:—			
Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet, and straightening.			
Fiscal year 1899 1900	100,191 01	265,270 78	1,107,894
" 1900-1901	136,680 83	287,040 04	2,479,385
" 1901-1902	185,429 80	479,731 47	3,098,350
" 1902-1903	255,776 55	277,703 50	6,544,605
" 1903-1904	276,958 59	308,765 44	4,619,260
DEPARTMENT OF MARINE AND FISHERIES.			
This includes the work below Quebec.			
Fiscal year 1904-1905	311,087 93	266,460 33	2,716,220
" 1905-1906	431,768 30	125,107 37	4,047,530
" 1906-1907, (July 1, '06 to March 31, '07)	302,677 37	80,613 26	3,001,010
" 1907-1908	478,209 66	179,339 78	4,831,875
" 1908-1909	497,686 03	209,636 55	5,896,737
" 1909-1910	572,950 71	117,072 64	6,354,285
" 1910-1911	576,838 02	138,247 81	5,600,050
	8,358,332 23	3,756,770 41	73,721,627

DREDGES.

Elevator Dredge Laval (No. 1).—This is the oldest dredge in the ship channel fleet. The hull is of wood, constructed in Ottawa in 1894. This dredge is provided with cast-steel buckets for work in rock and other hard material.

During the winter of 1909-10, repairs were made to the buckets, the machinery was given a general overhauling, the upper tumbler was replaced by a new one, and the boilers were given a thorough inspection and cleaning up.

The breaking up of the St. Lawrence river ice occurred much earlier than usual and as repairs to the dredges were completed, it enabled the fleet to start out much sooner.

The details of the operations for the fiscal year beginning April 1, 1910, were as follows:—

Dredge *No. 1* left Sorel for Point-aux-Trembles (en-haut) on April 18, arriving at her destination the same day. The following morning she was laid out to clean

up some lumps found by the testing scow in the Point-aux-Trembles channel, the material being black sand and soft clay. This work occupied only a few days.

As the department had agreed to dredge out the channel approach to the proposed floating dock at Maisonneuve, Montreal harbour, *No. 1* was brought up from Point-aux-Trembles and laid out to work on the approach on April 25. This channel was to be dredged to 30 feet at L.W. of 1897 and the material consisted of hard-pan and clay. The *Laval* continued to work here until June 14, when, (the water having subsided sufficiently to enable the dredge to work at Cap Levrard without losing time at high tide on account of her short bucket frame) she was taken down and laid out to finish dredging the new Cap Levrard channel to 30 feet at L.W. of 1897. The material was very hard and difficult to dredge, being hard-pan, clay and stones.

After the cut was completed the dredge did some cleaning up of lumps found by the testing scow. All was finished by September 12, and the channel was found to be clear of all obstructions by the testing scow. The Cap Levrard channel was then officially opened for navigation to a width of 450 feet and 30 feet in depth at low water of 1897. This is considered a much needed improvement by the shipping interests.

Dredge *No. 1* was then taken up to Batiscan curve on September 13 to clean up a few sand bars found by the testing scow. This was completed on October 4 and *No. 1* was moved up to Pointe Citrouille, Champlain channel, to clean up a few sand bars also found by the testing scow. As soon as this was done on October 14, the dredge was taken up to work in Montreal harbour where she left off in the early part of the season on the floating dock channel approach and continued there until taken to Sorel on November 25, to go into winter quarters.

In a total of 188 days during which *No. 1* was at work, her machinery was in actual operation 69 per cent of the full working time.

The total number of cubic yards removed amounted to 309,150 at a total cost of $52,156.67 or 16$^{87}/_{100}$ cents per cubic yard.

Elevator dredge Laurier (No 2.).—The hull of this dredge is also of wood, having been constructed at the government shipyard at Sorel in 1897. *No. 2* is equipped with a set of cast steel buckets especially designed for rock and other hard material.

During the winter of 1909-10, general repairs were made to buckets, chute, machinery and boilers. The 'A' frame and bow crane were strengthened. The bucket frame was also overhauled and stiffened up by extra bracing.

The details of the operations of this dredge for the fiscal year beginning April 1, 1910, were as follows:—

'Everything being in order for work, dredge *No. 2* left Sorel for Varennes curve on April 11. This was an unusually early date, in fact the earliest on record.

No. 2 was laid out on the curve to deepen the channel to 35 feet at low water of 1897 and also widen it, the material being clay.

The dredge continued to work at this place until the conditions at Cap à la Roche were such that it could work to advantage at that point. She was then taken down on April 23 and laid out on Cap à la Roche curve where she left off the previous season, the material to be dredged being solid shale rock.

No. 2 continued in operation at Cap à la Roche until November 11, and left for Varennes on November 12, to begin working where she left off in the spring.

The dredge was taken into winter quarters at Sorel on November 25.

In a total of 195 days during which *No. 2* was at work, her machinery was in actual operation 68 per cent of the full working time.

The total number of cubic yards dredged amounted to 216,000 at a cost of $48,267.66 or 22$^{34}/_{100}$ cents per cubic yard.

Elevator dredge Aberdeen (No. 3).—The hull of this dredge is of steel, the complete vessel having been constructed at the Sorel shipyard in 1900. The buckets are of cast steel for work in hard material.

During the winter of 1909-10, repairs were made to her woodwork and boilers, and her machinery was given a good overhauling and put in good shape for the next season's work. The lower tumbler was replaced by a new one.

The details of the operations of this dredge for the fiscal year beginning April 1, 1910, were as follows:—

Dredge *No. 3* also made a very early start, leaving Sorel for Point-aux-Trembles (en-haut) on April 11, where she was laid out to work on the south half of Point-aux-Trembles channel, deepening to 35 feet at low water of 1897.

This dredge worked there until May 23 and was then taken down to Cap Charles to begin work where she left off the previous season on the curve. The material to be removed consisted of very hard shale rock.

On May 26 a very serious accident occurred to the dredge, caused by the SS. *Royal Edward* which, while passing the dredge at too great a speed, forced the vessel forward making the bucket ladder frame strike the rock cut. The sudden jerk had the effect of breaking the upper tumbler shaft. This necessitated towing the dredge up to Sorel for repairs, which were completed on June 3, and the dredge returned to her work at Cap Charles curve. Owing to the exceedingly hard nature of the shale very little advance was made on the rock cut.

The rock-cutter which had been ready at the Sorel shipyard was brought down to Cap Charles curve and laid out where *No. 3* was working to break up the shale rock, which it did successfully.

This plant was only experimental, as the hull was one built for use as a stone-lfiter, but the hoisting winch and ram were constructed at the works of Messers. Lobnitz & Company, Renfrew, Scotland.

The experiments proved satisfactory, as the dredge when laid out again was able to clean up the broken stone with much less strain on the machinery, thereby having fewer repairs, and less loss of time. With the aid of the rock-cutter the output of this dredge was increased by about 75 per cent.

While the rock-cutter was breaking up the shale, *No. 3* was on April 23 removed and laid out to work on Grande Pointe shoal a short distance below her cut, as requested by the shipping people. The material at this Pointe was clay and stones. *No. 3* worked at Grande Pointe shoal until August 8, when she was relaid at Cap Charles curve to clean up the area prepared by the rock-cutter. This was found to be well broken and was easily dredged. After finishing this area the dredge was again laid out on Grande Pointe shoal where she had left off.

On October 12, *No. 3* returned again to Cap Charles to clean up another area of broken shale rock, which was also easily removed.

The dredge worked at cleaning up the broken stone until November 6, and was then towed up to Point-aux-Trembles (en-haut) arriving there on November 9. She was laid out to work on the south half of the Point-aux-Trembles channel, deepening to 35 feet at L.W. of 1897. The material at Point-aux-Trembles consisted of sand and clay. *No. 3* continued there until November 21, when she was taken to Sorel to be put into winter quarters.

The working time of dredge *No. 3* was 184 days, the dredge being in actual operation 69 per cent of the full working time.

The total number of cubic yards removed amounted to 275,950, at a cost of $50,230.58, or 18²⁰⁄₁₀₀ cents per cubic yard.

Elevator dredge Minto (No. 4).—This dredge is of the same type and design as *No. 3*, and was constructed at the Sorel shipyard in 1900. *No. 4* is also provided with cast-steel buckets for dredging in rock and other hard material.

During the winter of 1909-10, the dredge was given a good overhauling, and the machinery put in good condition for the next season.

The upper and lower tumblers were renewed.

The details of the operations during the season commencing April 1, 1910, were as follows:—

Dredge *No. 4* left Sorel for Varennes on April 11, and was laid out to work on the curve, widening, the material being blue clay.

She continued there until May 25, when the dredge was towed down to Cap à la Roche, and laid out where she left off the previous season, the material consisting of hard clay, embedded stones and shale rock.

Dredge *No. 4* worked successfully at Cap a la Roche until November 17, when a bucket link broke and the buckets went to the bottom. As the frame could not be lifted on account of a turn in the bucket chain, a diver was sent down to endeavour to straighten out matters, but as he found it would be a long job, it was decided as the season was far advanced, to lift up the anchors and tow the dredge to Sorel where the necessary repairs could be made more easily.

No. 4 arrived at Sorel on November 21, and after the needful repairs were made, it was so late in the season, that the dredge was laid up for the winter.

The number of days during which this dredge was in opeation was 88, and the percentage of time of actual work, 75.

The total number of cubic yards removed amounted to 399,750, at a cost of $52,512.06, or 13$^{13}/_{100}$ cents per cubic yard.

Elevator dredge Lafontaine (No. 5).—This dredge was also constructed at the Sorel shipyard, and was completed in 1901. The hull is of wood. She is fitted out with cast-steel buckets for rock.

During the winter of 1909-10, *No. 5* was given a thorough overhauling, and the necessary repairs were made to put her in good shape for the next season's work. The upper tumbler was renewed.

The details of the operations of this dredge for the fiscal year beginning April 1, 1910, were as follows:—

No. 5 made an unusually early start, leaving Sorel for Varennes on April 11, and was laid out on the curve on her last season's cut to deepen the channel to 35 feet at L.W. of 1897, the material being hard clay. She continued working very satisfactorily until May 28, and was then taken down to work at Cap à la Roche, where the material to be dredged was shale rock.

On July 2, dredge *No. 5* unfortunately broke her bow wire, and the 'lewis,' on which the dredge is moored, came out, which necessitated a new hole being drilled in the rock for another 'lewis.' This not only caused a loss of time to *No. 5,* but also to dredge *No. 2,* from which dredge the 'lewis' had to be placed. The accident was caused by the Dominion SS. *Laurentic* passing the dredge at too great a speed.

Everything was in order again on July 9, but on the dredge commencing work the new 'lewis' pulled out, which caused more loss of time to both dredges. However, a better spot was found where the rock was more firm, and another was placed which stood the intense strain successfully all summer.

On the 16th it was found necessary to take the dredge up to Sorel for repairs to the upper tumbler, which were completed on the 19th. *No. 5* was then towed back to Cap à la Roche, where she was laid out again, and this dredge continued working until November 11, when she was taken up to Varennes and laid out on the curve, where she left off in the spring. The work at Varennes consisted in deepening the channel to 35 feet at L.W. of 1897 and also widening, the material being clay.

Dredge *No. 5* was taken into winter quarters at Sorel on November 25.

The working time of *No. 5* was 190 days. She was in actual operation 71 per cent of the full working time.

The total number of cubic yards removed amounted to 304,350, at a total cost of $61,088.23, or 20$^{07}/_{100}$ cents per cubic yard.

Elevator Dredge Baldwin (No. 6).—This dredge was constructed at the Sorel shipyard in 1902, the hull being of wood. *No. 6* is provided with large built up buckets for work in soft material, but with sufficient teeth to enable the dredge to work in hard clay, &c.

The dredge was given a thorough overhauling during the winter of 1909-10 to put her in good shape for next season's work. The lower tumbler was renewed.

Everything being ready for the season's work, dredge *No. 6* left Sorel for Montreal on April 21, where she was laid out to work on the ship channel approach to the floating dock basin at Maisonneuve, Montreal harbour, the material being clay, sand, stones and some loose shale rock.

This was finished on June 23, and after two days cleaning up of lumps in Pte. aux Trembles channel *No. 6* was then towed down to White buoy curve, Lake St. Peter, to clean up lumps found by the testing scow, which work was completed on June 29, the material being soft blue clay.

The dredge was then taken down to work on the Champlain channel, cleaning up sand bars, and continued there until September 26, when it was found necessary to take the dredge to Sorel to have a new upper tumbler shaft put on. While removing the broken upper tumbler shaft it was discovered that the tumbler was also cracked, and as there was no spare one at the shipyard a new one had to be cast, which caused delay to the dredge. While ramming in the shaft into the new tumbler the new tumbler split to pieces. It was then decided to patch up the old tumbler to finish the season, as waiting for another to be cast would delay the dredge too long. The old tumbler was, therefore, repaired, and the dredge ready for work again on November 19. *No. 6* was laid out on Ste. Anne Traverse, just below Sorel, where the material was soft bule clay, to enable her to finish out the season. The work consisted of deepening the channel to 35 feet at L.W. of 1897, and continued working there successfully until brought to Sorel to go into winter quarters on November 26, 1910.

In a total of 168 days during which this dredge was at work her machinery was in actual operation 75 per cent of the full working time.

The toal number of cubic yards removed amounted to 375,925, at a cost of $58,221.28, or 15$^{48}/_{100}$ cents per cubic yard.

Hydraulic Dredge J. Israel Tarte (No. 7).—The hull of this dredge is of steel, of the same type and general design as the steel hulls of the elevator dredges.

She was constructed in 1902 by the Polson Iron Works Company of Toronto, Canada.

During the winter of 1909-10 the dredge was given a general overhauling and her machinery put in good order for the next season.

Four new lengths of pontoons, 100 feet long each, were completed during the winter to be added to the present discharge pipe to allow the dredged material to be deposited further away.

The inlet elbow of the suction pipe was altered to allow dredging to a greater depth in connection with the 35-foot project.

One new lifeboat was installed on board.

The dredge left Sorel to commence operations for the season on April 15, the earliest start on record, and was laid out to work just below White buoy curve to finish a short stretch of widening and deepening which had not been completed the previous season to 30 feet at L.W. of 1897, the material consisting of blue clay.

This work was finished on May 23, and the dredge was then laid out to begin dredging to 35 feet at L.W. of 1897 at the upper end of White buoy curve.

A great amount of time was lost during the season owing to difficulty in obtaining steam pressure. This was partly due to the bad condition of the boilers, but principally to the inferior quality of coal supplied.

There was also loss of time due to passing steamers as the dredge was working right across the channel which necessitated taking great precaution to avoid blocking the channel, so that *No. 7* had to move over to the bank in good time to give a free passage to the vessels.

On July 15, the boilers were found to be in such bad condition that it was decided to bring the dredge to Sorel for repairs which were rushed day and night. These repairs were completed on July 25, and the dredge returned to Lake St. Peter and resumed her work.

An accident occurred on October 8, when the cutterhead shaft broke. This delayed the dredge several days.

No. 7 continued working until November 19, and was then towed to Sorel to go into winter quarters.

In a total of 177 days during which this dredge was at work, her machinery was in operation 45 per cent of the full working time.

The total number of cubic yards removed amounted to 2,352,200 at a total cost of $119,214.67 or $5^{06}/_{100}$ cents per cubic yard.

Diper dredge No. 10—Steel hull.—This dredge was constructed at the Sorel shipyard and completed in 1910. She was designed by Mr. John Kennedy, Consulting Engineer for the Montreal Harbour Commissioners, and is considered to be the most powerful dredge of this type afloat.

The following are her dimensions:—

Length moulded, 132 feet 6 inches
Breadth moulded 42 feet 0 inches.
Depth at bow, 11 feet 6 inches.
Depth at stern, 9 feet 9 inches.
Length of boom, centre to centre, 55 feet, 3 inches.
Length of spuds, 74 feet 0 inches.
Main engines, 2 compound, 16 & 30 x 22 inches.
Swinging engines, simples, 14 x 14 inches.
Capstan engines, simples, 10 x 14 inches.

The capacity of her bucket for rock is 9 cubic yards, and for soft material, 11 cubic yards.

The pull on the bucket hoisting rope = 180,000 lbs.

The dredge is able to work to 50 feet. She is equipped with electric light.

The steam for the machinery is provided by one marine boiler 12 feet in diameter x 10 feet in length, with two Morrison furnaces, the boiler having a working pressure of 160 lbs. per square inch.

The dredge left Sorel on Monday, August 1, for Montreal, being towed up by Canadian Government steamer *Lady Grey,* and tugs *Contrecoeur* and *Jessie Hume.* She arrived as far as Cap St. Michel that evening at 7 p.m., and was anchored for the night.

Next morning at 8.30 a.m. *No. 10* arrived at Molson's creek, and was laid out to work on the channel approach to the floating dock basin, Montreal harbour.

The dredge only commenced operations on August 10, and owing to a series of break-downs which was to be expected with a new and experimental machine, did not make a good showing for the season of 1910. It is anticipated however, that during 1911, she will prove her worth, after all the defects have been discovered and remedied.

During the season of 1910, out of a possible number of 92 days, the dredge was only in actual operation 57 per cent of that time.

The total quantity of cubic yards removed, the material being hard-pan, amounted to 56,725, at a cost of $24,880.92 or $43^{86}/_{100}$ cents per cubic yard.

The total number of cubic yards removed by the dredging fleet in the ship channel between Montreal and Quebec, during the fiscal year ending March 31, 1911, amounted to 4,290,050 at a total cost of $466,572.01 or $10^{87}/_{100}$ cents per cubic yard.

Hopper-Hydraulic dredge Beaujeu (No. 8)—*Steel hull, twin-screw.*—This dredge was built at the Sorel shipyard in 1906.

During the winter of 1909-10 the dredge was given a thorough overhauling and put in good order for the next season's operations. Repairs were made to the gate valve of the suction pipe.

The details of the operations of this dredge for the fiscal year beginning April 1, 1910, were as follows:—

No. 8 left Sorel on April 15, the earliest start on record for this dredge. She was laid out to work at St. Thomas Flats below Quebec on April 16. Her work consisted of dredging a channel to a width of 1,000 feet, and to a depth of 30 feet at extreme low tide, through St. Thomas bank, the material being clay and stones.

The north half, 500 feet wide, was completed during the season, and a good start made on the south half of the channel.

In order to give a 30 foot channel as quickly as possible it was decided to cut a channel 1,000 feet wide through St. Thomas bank, and mark a channel out more to the south where there is sufficient depth of water, by means of gas buoys, the straight channel to be completed later on. It is expected that the channel through St. Thomas bank will be completed and opened for navigation by the end of the season of 1911.

The dredge was started at breasting across the channel to give a good bottom, and after a little trouble at the commencement, she was operated very successfully by this method, and a great deal of work was accomplished during the season.

The *Beaujeu* continued working at St. Thomas bank until November 18, when she left for Sorel to go into winter quarters, arriving at the latter place on the 19th.

The working time of *No. 8* was from daylight to dark and the dredge was kept in operation 68 per cent of the full working time.

During the season the *Beaujeu* worked 186 days at St. Thomas channel and made 371 loads which amounted to 700,400 cubic yards at a total cost of $59,822.66 or $8^{54}/_{100}$ cents per cubic yard.

Suction-Hopper dredge Galveston (No. 9)—*Steel hull, twin-screw.*—This dredge was constructed in Germany in 1904.

During the winter of 1909-10 the *Galveston* was given a thorough overhauling and her machinery was put in good order for the next season's work.

The details of the operations of this dredge for the fiscal year beginning April 1, 1910, were as follows:—

No. 9 left Sorel for St. Michel-de-Bellechase, below Quebec, on April 18, 1910, and was beached at the latter place to open the suction-pipe opening on the starboard side which had been made watertight in the autumn to enable work being carried on during the winter in connection with her turbines, &c.

The Galveston was ready for work on April 25 and proceeded immediately to Beaujeu bank, below Quebec to commence operations for the season. Her work consisted of widening the channel and deepening to 35 feet at extreme low tide, to allow for filling in.

On May 18, *No. 9* was taken to St. Michel for repairs to the slide of the discharge pipe and had to be beached. These repairs were completed on the 21st, and the dredge returned to Beaujeu channel. She was beached again on September 17, for repairs to the turbines and boilers and returned to work on the 24th.

After a successful season the *Galveston* completed the channel at Beaujeu bank on November 13. She was then beached at St. Michel, to block up the discharge pipe opening and left for Sorel to go into winter quarters on November 15, arriving there on the 16th.

During the season, this dredge worked 180 days. Her hours of operation were from daylight to dark. She was in actual operation 60 per cent of the full working time, and made 408 loads, amounting to 609,600 cubic yards.

The material consisted of sand, some blue clay and stones. The total cost amounted to $50,383.35 or 8$^{26}/_{100}$ cents per cubic yard.

The total number of cubic yards removed by the *Beaujeu* (No. 8) and the *Galveston* (No. 9) below Quebec during the fiscal year ending March 31, 1911, amounted to 1,310,000 at a total cost of $110,226.01 or 8$^{41}/_{100}$ cents per cubic yard.

The total number of cubic yards removed by the whole of the dredging fleet during the season, amounted to 5,600,050, at a total cost of $576,838.02 or 10$^{30}/_{100}$ cents per cubic yard.

PROGRESS of Dredging Operations at date of writing, the close of the season, 1910.

Locality.	Distance English miles.	Total length requiring dredging.	Length dredged in 1910.	Total length of 30 foot channel dredged.	Length yet to be dredged.
		Miles.	Miles.	Miles.	Miles.
Division 1 :—					
Montreal to Sorel	45	22·90	.....	22·90	All completed.
Division 2 :—					
Sorel to Batiscan	36	12·45	.....	12·45	All completed.
Division 3 :—					
Lake St. Peter	20	18·00	0·20	*0·20	All completed.
				†17·80	0·20 to be widened.
Division 4 :—					
Batiscan to Quebec	59	10·00	0·55	6·70	3·30
Division 5 :—					
Quebec to The Traverse	60	6·65	1·00	4·00	2·65
Total	220	70·00	1·75	64·05	5·95

*Not widened. †Widened.

PROGRESS of Dredging Operations at date of writing, the close of the season, 1910.

LOCALITY.	LENGTH OF DREDGING		Cubic yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 1:—			
Longueuil Shoal		1·10	
Longue Pte. to Pte. aux Trembles (en-haut)		5·05	
Ile Ste. Thérèse		0 40	
Varennes to Cap St. Michel		3·00	
Cap. St. Michel to Vercheres		4·50	
Vercheres Traverse		1·10	
Vercheres to Contrecœur		1 17	
Contrecœur Channel		6·05	
Total		22·90	
Division 2:—			
Sorel to Ile de Grace		4·40	
Stone Island		1·10	
Ile aux Raisins		0·25	
Lake St. Peter (see Div. 3)			
Port St. Francis		0·50	
Three Rivers		0·50	
Cap. Madeleine to Becancour		1·55	
Becancour to Champlain		2·25	
Champlain to Pte. Citrouille		1·30	
Batture Perron		0·60	
Total		12 45	
Division 3:—			
Lake St. Peter		* 0·20	200,000
		† 17·80	
Total		18·00	200,000
Division 4:—			
Batiscan to Cap. Levrard		3·00	
Cap à la Roche channel	0·70	1·30	600,000
Pouillier Royer	0·30	0·90	275,000
Cap Charles	0·40	0·50	120,000
Grondines	0·70	0·10	240,000
Lotbiniere		0·40	
Cap Sante		0·20	
Ste. Croix	0·60	0·30	150,000
St. Augustin	0 60		300,000
Total	3·30	6·70	1,685,000
Division 5:—			
Quebec to The Traverse	2·65	4·00	1,000,000
Total	2·65	4·00	1,000,000
Totals	5·95	64·05	2,885,000
Cubic yards yet to be done			2,885,000
Cubic yards done			73,721,627
Grand total			76,606,627

Abstract of Work of Dredging Fleet during Fiscal Year ended March 31, 1911.

Dredge.	Locality of Dredging.	Time of service.	Nominal work hours, 24 per day.	Hours actual dredging.	Number of scows filled.	Number of cubic yards dredged (scow measurement.)	Depth of dredging at low water.		Width in feet.	Character of Soil.	Remarks.
		Days.	Hours.				Ft.	In.	Feet.		
Laval (No. 1).....	Pointe-aux-Trembles (en haut).	6	132	92¾	60	11,800	30	0	450	Clay	Capt. R. Matte.
	Floating dock approach	79	1,752	1,315½	870	169,700	30	0	500 to 750	Hard pan and stones.	
	Cap Levrard channel..	80	1,752	1,140	556	83,400	30	0	450	Clay and stones.	
	Batiscan channel.....	14	312	237	178	31,000	30	0	450	Sand and stones.	
	Champlain channel. ..	9	204	83¼	53	13,250	30	0	450	Sand.	
		188	4,152	2,868¾	1,717	309,150					
Laurier (No. 2)...	Varennes curve.	47	1,044	785¾	367	73,400	35	0	550 to 600	Clay	Capt. C. Gendron.
	Cap à la Roche curve.	148	3,252	2,137	713	142,600	30	0	450 to 550	Shale rock.	
		195	4,296	2,922¾	1,080	216,000			600		
Lady Aberdeen (No. 3)...	Pointe-aux-Trembles (en haut.)..... ...	46	1,008	756½	487	97,400	35	0	450	Clay, sand and stones....	Capt. P. Cardin.
	Cap Charles curve	78	1,704	1,061	408	79,350	30	0	600	Shale rock and stones.	
	Grand Point shoal	60	1,324	973¾	496	99,200	30	0	450 to 600	Clay, sand and stones.	
		184	4,036	2,791¼	1,391	275,950					
Lady Minto (No. 4).....	Varennes curve.....	40	888	709½	712	142,400	35	0	550 to 600	Clay and stones.....	Capt. B. Ladébauche.
	Cap à la Roche curve.	148	3,252	2,391¾	1,286¾	257,350	30	0	450 to 500	Hard clay, shale rock and stones.	
		188	4,140	3,101¼	1,998¾	399,750					

RIVER ST. LAWRENCE SHIP CHANNEL—*Continued.*

ABSTRACT of Work of Dredging Fleet during Fiscal Year ended March 31, 1911.

Dredge.	Locality of Dredging.	Time of service.	Nominal work hours, 24 per day.	Hours actual dredging.	Number of scows filled.	Number of cubic yards dredged (scow measurement.)	Depth of dredging at low water.		Width in feet.	Character of Soil.	Remarks.
		Days.	Hours.				Ft.	In.	Feet.		
Lafontaine (No. 5).....	Varennes curve.....	53	1,176	960	517	155,700	35	0	550 to 600	Hard clay	Capt. A. Marcotte.
	Cap à la Roche curve.	137	3,000	1,991½	644	148,650	30	0	450 to 550	Shale rock.	
		190	4,176	2,951½	1,161	304,350					
Baldwin (No. 6).....	Floating dock approach	52	1,140	889	541	105,875	30	0	500 to 750	Clay sand and stones....	Capt. L. Dauphinais.
	Pointe-aux-Trembles (en haut).....	2	48	31	3	600	30	0	450	Black sand (cleaning up).	
	White Buoy curve, L. S.P....	6	132	65½	64	15,950	30	0	800	Clay.	
	Champlain Channel. ..	74	1,622	1,219¾	555	141,800	30	0	450	Sand.	
	St. Anne Traverse	34	744	564¾	376	111,700	35	0	450	Clay.	
		168	3,686	2,770	1,539	375,925					
J. Israel Tarte (No. 7)...	No. 3 to White Buoy, L.S.P.	31	672	315	.....	378,617	30	0	450	Clay.....	Capt. J. S. Michaud.
	White Buoy to No. 2, L.S. P.....	146	3,222	1,390½	.....	1,973,583	35	0	450	Very hard clay.	
		177	3,894	1,705½	.....	2,352,200					

Beaujeu (No. 8).....	St. Thomas channel...	186	2,437½	1,666⅔	371	700,400	30	0	1,000	Clay and stones.....	Capt. A. Bourget.
Galveston (No. 9).....	Beaujeu channel.. ...	180	2,292½	1,383⅓	408	609,600	30	0	1,200	Hard sand, clay, stones and gravel.	Capt. L. Lemieux.
Dipper Dredge (No. 10) ..	Floating dock approach	96	.....	.....	257	56,725	30	0	500 to 750	Hardpan and stones	Capt. J. A. Upper.
		.....	.....	.....	.....	5,600,050					

RIVER ST. LAWRENCE SHIP CHANNNEL—*Continued.*

CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1911.

Vessels.	Fuel.	Wages.	Board.	Stores and materials.	Repairs and labour.	Expenditure: new plant, rebuilding shipyards, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel.	Floating shop, rock-crusher and stone lifter service, elevator dredges.	Tug service.	Inspection, towing, sweeping, &c.	Total cost of operations of each dredge and plant during Fiscal Year.	Total expenditure on different appropriations.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dredge *Laval* (No. 1).....	7,726 36	8,257 78	3,172 39	3,576 87	8,848 48	.....	1,826 43	33,408 31	2,820 72	11,695 61	4,232 03	52,156 67	
Tug *Portneuf*.....	3,404 51	3,866 98	1,655 44	791 38	1,337 87	.....	639 43	11,695 61	.....	.....	.....	.....	
Dredge *Laurier* (No. 2)....	7,988 11	8,187 67	3,231 95	2,311 23	7,377 46	.....	1,682 70	30,779 12	2,820 72	10,435 79	4,232 03	48,267 66	
Tug *Cartier*.....	2,570 75	4,245 64	1,844 03	436 42	768 40	.....	570 55	10,435 79	.....	.....	.....	.....	
Dredge *Lady Aberdeen* (No. 3).....	6,491 15	8,188 72	3,206 02	3,518 75	8,985 91	.....	1,757 54	32,148 09	2,820 72	11,029 74	4,232 03	50,230 58	
Tug *Emilia*.....	2,910 58	3,891 56	1,620 90	885 41	1,118 26	.....	603 03	11,029 74	.....	.....	.....	.....	
Dredge *Lady Minto* (No. 4)	6,514 86	8,141 75	3,222 95	4,217 63	7,734 22	.....	1,725 20	31,556 61	2,820 72	13,902 70	4,232 03	52,512 06	
Tug *Iberville*.....	3,692 03	4,452 73	1,912 13	1,090 97	1,994 76	.....	760 08	13,902 70	.....	.....	.....	.....	
Dredge *Lafontaine* (No. 5).	9,982 46	8,247 46	3,261 60	6,127 54	9,378 27	.....	2,139 60	39,136 93	2,820 71	14,898 56	4,232 03	61,088 23	
Tug *Lac St. Pierre*	4,632 16	4,513 47	1,908 25	964 61	2,065 55	.....	814 52	14,898 56	.....	.....	.....	.....	
Dredge *Baldwin* (No. 6). ..	7,757 65	7,984 87	3,084 91	5,272 5	15,213 53	.....	2,273 54	41,587 05	2,820 71	9,581 49	4,232 03	58,221 28	
Tug *Champlain*.....	2,360 98	3,359 74	1,406 91	864 55	1,065 47	.....	523 84	9,581 49	.....	.....	.....	.....	
Dredge *J. Israel Tarte* (No. 7).....	35,544 78	14,322 50	5,108 48	9,842 81	24,779 32	.....	5,181 49	94,779 38	.....	20,203 20	4,232 03	119,214 61	
Tug *Montcalm*.....	2,747 71	4,496 69	1,943 33	1,038 79	2,081 60	.....	711 82	13,019 94	.....	.....	.....	.....	
Tug *Carmelia*..... ...	1,634 98	2,310 85	848 18	630 82	1,365 69	.....	392 74	7,183 26	.....	.....	.....	.....	
Dredge *Beaujeu* (No. 8)....	14,124 94	12,293 19	3,698 69	4,872 31	10,722 87	.....	2,643 56	48,355 56	.....	7,295 07	4,232 03	59,882 66	
Dredge *Galveston* (No. 9)..	11,134 27	10,349 27	3,180 65	4,113 38	7,954 44	.....	2,124 25	38,856 26	.....	7,295 06	4,232 03	50,383 35	
Tug *Jas. Howden*. ..... (Divided equally between Nos. 8 and 9.)	3,635 37	1,950 89	1,876 67	1,056 07	2,273 47	.....	797 66	14,590 13	.....	.....	.....	.....	
Dipper Dredge (No. 10)...	2,370 82	3,515 47	998 10	1,239 90	2,996 71	....	643 17	11,764 17	.....	8,884 72	4,232 03	24,880 92	576,838 02
Tug *Contrecœur*	1,629 04	2,891 34	1,087 91	999 05	1,791 62	.....	485 76	8,884 72	.. ..	.....	....	.....	
Tug *Jessie Hume* . .... (Divided equally $\frac{1}{10}$ to each dredge.)	2,661 91	2,402 09	905 28	690 07	1,560 45	.....	475 39	8,695 19	.....	....	... .	... ...	
Str. *De Levis*..	3,729 36	5,369 64	2,298 54	1,622 00	1,869 08	.....	861 05	15,749 67	.....	.....	.....	.....	
Str. *Frontenac*.	3,733 75	6,157 55	2,734 76	1,860 44	2,411 68	.....	977 26	17,875 44	.....	.....	.....	.....	

Stone lifter No. 2	Divided equally	222 82	1,311 46	379 63	753 25	902 49	.....	206 47	3,776 12	.....	.....	.....	.....	
" No. 3	between	.....	1,212 25	382 10	154 14	456 17	.....	127 51	2,332 20	.....	.....	.....	.....	
Rock-cutter	elevator	1,570 35	2,318 40	974 53	940 56	1,591 14	.....	427 69	7,822 67	.....	.....	.....	.....	
Floating shop	dredges	.....	1,101 90	407 39	960 07	360 27	.....	163 68	2,993 31	.....	.....	.....	.....	
Str. *Lady Grey* (ice breaking and emergency tug)		8,757 13	10,529 77	4,535 09	4,047 99	4,797 02	.....	1,889 17	34,556 17	.....	.....	.....	.....	34,556 17
Construction for dredging fleet—														
Tug *Carmelia* new boiler		.....	.....	.....	.....	.....	4,954 85	.....	.....	.....	.....	.....	.....	
Construction of 400 feet long pontoons		.....	.....	.....	.....	.....	4,296 36	.....	.....	.....	.....	.....	.....	
Constr. 1-300 c. y. dump scow, No. 33		.....	.....	.....	.....	.....	11,644 36	.....	.....	.....	.....	.....	.....	
Constr. 2-200 c. y. dump scow, No. 34		.....	.....	.....	.....	.....	29,869 44	.....	.....	.....	.....	.....	.....	
Constr. steel elev. dredge No. 37		.....	.....	.....	.....	.....	3,665,97	.....	.....	.....	.....	.....	.....	
Constr. steel tug, No. 38		.....	.....	.....	.....	.....	920 39	.....	.....	.....	.....	.....	.....	
" testing scow No. 32		.....	.....	.....	.....	.....	2,918 31	.....	.....	.....	.....	.....	.....	
No. 39		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	58,269 68
Improvements to Sorel shipyard—														
Boiler shop, new tools, machinery		.....	.....	.....	.....	.....	8,627 41	.....	.....	.....	.....	.....	.....	
Blacksmith shop, new tools, machinery		.....	.....	.....	.....	.....	2,725 61	.....	.....	.....	.....	.....	.....	
Machine shop, new tools, machinery		.....	.....	.....	.....	.....	9,820 25	.....	.....	.....	.....	.....	.....	
Pipe shop, new tools, machinery		.....	.....	.....	.....	.....	409 68	.....	.....	.....	.....	.....	.....	
Carpenter's shop, new tools, machinery		.....	.....	.....	.....	.....	107 10	.....	.....	.....	.....	.....	.....	
Saw mill shop, new tools, machinery		.....	.....	.....	.....	.....	5,593 95	.....	.....	.....	.....	.....	.....	
Telephone installation in shops		.....	.....	.....	.....	.....	642 40	.....	.....	.....	.....	.....	.....	
Ship yard railway		.....	.....	.....	.....	.....	140 39	.....	.....	.....	.....	.....	.....	
Slip-way No. 2		.....	.....	.....	.....	.....	8,320 87	.....	.....	.....	.....	.....	.....	
New sheer legs		.....	.....	.....	.....	.....	7,557 40	.....	.....	.....	.....	.....	.....	
Water-works		.....	.....	.....	.....	.....	177 43	.....	.....	.....	.....	.....	.....	
Shipyard general		.....	.....	.....	.....	.....	794 69	.....	.....	.....	.....	.....	.....	
Coal tar basin		.....	.....	.....	.....	.....	4 49	.....	.....	.....	.....	.....	.....	

CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1911—*Concluded.*

Vessels.	Fuel.	Wages.	Board.	Stores and materials.	Repairs and labour.	Expenditure: new plant, rebuilding shipyards, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel.	Floating shop, rock-crusher and stone lifter service, elevator dredges.	Tug service.	Inspection towing, sweeping, &c.	Total cost of operations of each dredge and plant during Fiscal Year.	Total expenditure on different appropriations.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Improvements to Sorel shipyard—*Con.*													
Building No. 8, alteration						155 78							
Building No. 14, alteration						314 51							45,421 96
	159,528 83	158,871 63	60,886 81	64,879 56	133,802 20	103,691 64	33,425 16	611,394 19	16,924 30	115,221 94	42,320 30	576,838 02	715,085 83

DETAILS of Dredging, Locality and Cost per Cubic Yard.

Dredges.	Total cost of operations of each dredge and plant during Fiscal Year.	Number of days in operation each dredge.	Cost per day, operations of dredges and plant.	Days working, each locality.	Cost of work, each locality.	Total cost of operations of each dredge	Number of cubic yards dredged in each locality.	Total cubic yards for each dredge.	Cost per cubic yard, each locality.	Average cost per cubic yard for each dredge.	Kind of material dredged.	Locality of dredging.
	$ cts.		$ cts.		$ cts.	$ cts.			Cts.	Cts.		
Laval (No. 1)	52,156 67	188	277 42	6	1,664 57		11,800		14 10/100		Clay	Pte. aux Trembles (E.H.)
				79	21,916 91		169,700		12 91/100		Hard pan and stones	Floating dock approach.
				80	22,194 35		83,400		26 61/100		Clay and stones	Cape Levrard channel.
				14	3,884 00		31,000		12 52/100		Sand and stones	Batiscan channel.
				9	2,496 84		13,250		18 84/100		Sand	Champlain channel.
						52,156 67		309,150		16 87/100		
Laurier (No. 2)	48,267 66	195	247 52	47	11,633 67		73,400		15 84/100		Clay	Varennes curve.
				148	36,633 99		142,600		25 18/100		Shale rock	Cap à la Roche curve.
						48,267 66		216,000		22 34/100		

Lady Aberdeen (No. 3).	50,230 58	184	272 99	46	12,557 66	....	97,400	.....	$12\frac{89}{100}$	.....	Clay, sand and stones....	Pte. aux Tremble (E.H.).
				78	21,293 39	.....	79,350	....	$26\frac{83}{100}$	.....	Shale rock and stones....	Cap Charles curve.
				60	16,379 53	....	99,200	....	$16\frac{51}{100}$	....	Clay, sand and stones...	Grande Pointe shoal.
						50,230 58		275,950	.....	$18\frac{20}{100}$		
Lady Minto (No. 4)...	52,512 06	188	279 32	40	11,172 80	....	142,400	.....	$7\frac{84}{100}$	.....	Clay and stones.....	Varennes curve.
				148	41,339 26	.....	257,350	.....	$16\frac{81}{100}$	.....	Hard clay, shale rock and stones.....	Cap à la Roche curve.
						52,512 06		399 750	.....	$13\frac{13}{100}$		
Lafontaine (No. 5).....	61,088 23	190	321 52	53	17,040 44	.....	155,700	... .	$10\frac{94}{100}$	... ..	Hard clay.....	Varennes curve.
				137	44,047 79	.....	148,650	....	$29\frac{69}{100}$	.....	Shale rock.....	Cap à la Roche curve.
						61,088 23	.....	304,350	.....	$20\frac{17}{100}$		
Baldwin (No. 6).....	58,221 28	168	346 55	52	18,020 87	... .	105,875	... .	$17\frac{2}{100}$	.. ..	Clay, sand and stones....	Floating dock approach.
				2	693 11	....	600	....	$1.15			
									$\frac{51}{100}$	.....	Black sand.....	Pte. aux Trembles (E.H.).
				6	2,079 33	. . . .	15,950	.....	$13\frac{8}{100}$	.....	Clay.....	White Buoy Curve, L. St. P.
				74	25,645 09	.....	141,800	.....	$18\frac{8}{100}$	.....	Sand.....	Champlain channel.
				34	11,782 88	.....	111,700	.....	$10\frac{54}{100}$	.....	Clay.....	Ste. Anne Traverse.
						58,221 28		375,925	.....	$15\frac{48}{100}$		
J. Israel Tarte (No. 7).	119,214 61	177	673 53	31	20,879 38	.....	378,617	. .....	$5\frac{51}{100}$	.....	Clay.....	Curve No. 3 to White Buoy C.
				146	98,335 23	.....	1,973,583	....	$4\frac{98}{100}$	.....	Very hard clay.....	White Buoy to Curve No. 2 (Lake St. Peter).
						119,214 61		2,352,200	.....	$5\frac{8}{100}$		
Beaujeu (No. 8).....	59,882 66	186	321 95	186	59,882 66	.....	700,400	....	$8\frac{54}{100}$	.....	Clay and stones	St. Thomas channel.
						59,882 66		700,400	.....	$8\frac{54}{100}$		
Galveston (No. 9).....	50,383 35	180	279 90	180	50,383 35	.....	609,600	.....	$8\frac{20}{100}$	.....	Sand, clay, stones and gravel...	Beaujeu channel.
						50,383 35		609,600	.....	$8\frac{20}{100}$		
Dipper dredge (No. 10)	24,880 92	96	259 18	96	24,880 92	....	56,725	.....	$43\frac{80}{100}$	.....	Hardpan and stones.....	Floating dock approach, (Montreal Harbour).
						24,880 92		56,725	. ....	$43\frac{80}{100}$		
	576,838 02	1,752	.....	1,752	576,838 02	576,838 02	5,600,050	5,600,050	....	.....		

DREDGING PLANT.

The following is a description of the dredging plant at the end of the season of 1910, owned and operated by the Department of Marine and Fisheries in connection with the River St. Lawrence ship channel:—

DREDGES.

The Elevator Dredge 'Laval' (No. 1), wooden hull—

Length over all, 150 feet.
Breadth of beam, 30 feet.
Depth of hold, 14 feet.
Average draught, 11 feet.
Greatest working depth, 42 feet.
Hull built in Ottawa in 1894.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Laurier' (No. 2), wooden hull—

Length over all, 163 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 10 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1897.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull—

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Minto' (No. 4) steel hull—

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lafontaine' (No. 5) wooden hull—

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 9 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1901.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Baldwin' (No. 6), wooden hull—

Length over all, 165 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Average draught, 8 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1902.
One cubic yard buckets strengthened for fairly hard material.
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull—

Length over all, 160 feet.
Breadth of beam, 42 feet.
Depth of hold, 12·5 feet.
Average draught, 6 feet.
Length of suction pipe, 80 feet.
Greatest working depth, 47 feet.
Built at the Polson Iron Works, Toronto, in 1902.
Working capacity per day in soft material, 12,000 to 20,000 cubic yards.

Discharge Pipe and Pontoons of Dredge 'J. I. Tarte' (No. 7)—

Twenty-three lengths of pipe, 36 inches diameter by 100 feet long.
One length of pipe 36 inches diameter by 35 feet long.
Twenty-seven pairs of pontoons for floating pipes, 42 inches diameter by 90 feet long.

Winch Scow (No. 3) for Dredge 'J. Israel Tarte (wooden hull)—

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1902.

Winch scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch)—

Length over all, 63 feet.
Breadth of beam, 27 feet.
Depth of hold, 8 feet.
Built at Sorel shipyard in 1909.

The Suction Hopper Dredge 'Galveston' (No. 9), steel hull, twin-screw—

Length over all, 233 feet.
Breadth of beam, 39 feet.
Depth of hold, 15 feet 5 inches.

Draft when loaded with 1,800 tons, 14 feet 9 inches aft, 13 feet 1 inch forward.
Greatest working depth, 55 feet.
Built in 1904.
Two suction pumps, Dutch type, 8 feet 6 inches outside diameter.
Working capacity, 1,350 cubic yards in 45 minutes.
Hopper capacity, 1,400 cubic yards.

Sea-going, Suction Hopper Dredge 'Beaujeu' (No. 8), steel hull twin-screw—

Length between perpendiculars, 264 feet.
Breadth of beam, 45 feet.
Depth of hull, 20 feet.
Capacity of hoppers, 2,000 cubic yards in 45 minutes.
Greatest working depth, 65 feet.
Draught when loaded, 15 feet.
Ordinary speed, 9 statute miles.
Built in Sorel shipyard in 1907.

Dipper Dredge 'No. 10,' steel hull—

Length moulded, 132·5 feet.
Breadth moulded, 42 feet.
Depth at bow, 11·5 feet.
Depth at stern, 9·7 feet.
Length of spuds, 74 feet.
Bucket capacity, one 11 yard for soft material, one 9 yard for hard material.
Capable of dredging to 50 feet.
Built at Sorel shipyard in 1910.

The 'Rockcutter,' steel hull—

Length over all, 100 feet.
Breadth of beam, 32 feet.
Depth of hold, 12 feet.
Weight of ram, 20 tons.
Hoisting winch and ram built by Lobnitz & Co., Renfrew, Scotland.
Hull built at Sorel shipyard in 1910.

TUGS.

The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin-screw)—

Length between perpendiculars, 172 feet.
Length over all, 183 feet 6 inches.
Breadth moulded, 32 feet.
Breadth extreme, 32 feet 3 inches.
Depth moulded, 18 feet.
Draught mean to bottom of flat plate keel (normal), 12 feet
Draught when ice-breaking, about 13 feet.
Displacement in tons at 12-foot draught, 1,070.
Mean speed at 12-foot draught on 6 runs over measured mile base, 14 knots.
Built by Vickers Sons & Maxim, Ltd., Barrow-in-Furness, in 1906.

The Tug 'Frontenac' (composite hull)—

Length over all, 113 feet.
Breadth of beam, 23 feet.
Depth of hold, 10 feet.
Average draught, 9 feet.
Built at Sorel shipyard in 1902.

The Tug 'De Levis' (wooden hull)—

Length over all, 104 feet.
Breadth of beam, 20 feet.
Depth of hold, 10 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1902.

The Tug 'James Howden' (wooden hull)—

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draft, 7·5 feet.
Built at Sorel shipyard in 1903.

The Tug 'St. Jean Iberville' (steel hull)—

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 12 feet.
Average draught, 10 feet.
Built at Sorel shipyard in 1897.

The Tug 'Lac St. Pierre' (wooden hull).—

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draft, 7·6 feet.
Built at Sorel shipyard in 1901.

The Tug 'Portneuf' (wooden hull).—

Length over all, 85 feet.
Breadth of beam, 17 feet 3 inches.
Depth of hold, 9 feet 9 inches.
Average draught, 8 feet.
Built in 1905.
Built at Sorel shipyard in 1893.

The Tug 'Cartier' (wooden hull).—

Length over all, 84 feet.
Breadth of beam, 18 feet.
Depth of hold, 9·5 feet.
Average draught, 8 feet.

The Tug 'Emilia' (wooden hull).—

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1898.

The Tug 'Champlain' (wooden hull).—

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1901.

The Tug 'Jessie Hume' (wooden hull).—

Length over all, 72 feet.
Breadth of beam, 17·2 feet.
Depth of hold, 10 feet.
Average draught, 8·5 feet.
Built in Buffalo in 1878.

The Tug 'Montcalm' (wooden hull).—

Length over all, 80 feet.
Breadth of beam, 23 feet.
Depth of hold, 8 feet.
Average draught, 7 feet.
Built at Sorel shipyard in 1903.

The Tug 'Carmelia' (wooden hull).—

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Purchased in 1903.

The Tug 'Contrecoeur' (wooden hull).—

Length over all, 90 feet.
Breadth of beam, 22·7 feet.
Depth of hold, 9 feet.
Average draught, 7 feet.
Built at Sorel shipyard.

COAL BARGES.

Coal Barge 'No. 1' (wooden hull).—

Length over all, 120 feet.
Breadth of beam, 24 feet.
Depth of hold, 10 feet.
Built at Sorel shipyard in 1898.

Coal Barge 'No. 2' (wooden hull).—

Length over all, 125 feet.
Breadth of beam, 25 feet.
Depth of hold, 11 feet.
Built at Sorel shipyard in 1900.

Coal Barge 'No. 3' (wooden hull).—

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1902.

Coal Barge 'No. 4' (wooden hull).—

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1903.

Stone-lifter 'No. 2' (wooden hull).—

Length over all, 80 feet.
Breadth of beam, 25 feet.
Depth of hold, 9·8 feet.
Re-built at Sorel shipyard in 1897.

Stone-lifter 'No. 3' (wooden hull).—

Length over all, 108 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Built at Sorel shipyard in 1903.

Sounding Scow 'No. 1' (wooden hull).—

Length over all, 60 feet.
Breadth of beam, 25 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1898.

Sounding Scow 'Uo. 2' (wooden hull).—

Length over all, 75 feet.
Breadth of beam, 38 feet.
Depth of hold, 5 feet.
Transferred from Prescott agency in 1909; re-modelled and improved.

Floating shop (wooden hull).—

Length over all, 90 feet 4 inches.
Breadth of beam, 25 feet.
Depth of hull, 9 feet.
1 forge, 1 scraper, 1 emery wheel, 1 drill, 1 lathe, 1 6 h.p. Foss gasoline engine.
Living quarters for four.
Built at Sorel shipyard in 1908.

One Boarding Scow (wooden hull).—

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Built at Sorel shipyard in 1908.

One Boarding Scow (wooden hull).—

Length over all, 75 feet.
Breadth of beam, 25 feet.
Depth of hold, 5·5 feet.
Built at Sorel shipyard in 1902.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.—

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity 200 cubic yards.
Built at Sorel shipyard in 1897.

Two Hopper Scows (wooden hulls) with hyrdaulic power for closing gates.—

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Capacity, 150 cubic yards.
Built at Sorel shipyard in 1898.

Four Hopper scows (wooden hulls) with hydraulic power for closing gates.—

Length over all, 97 feet.
Breadth of beam, 24 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel shipyard in 1899 and 1901.

Five Hopper Scows (wooden hulls) with hydraulic power for closing gates.—

Length all over, 98 feet.
Breadth of beam, 24 feet.
Depth of hold, 9·5 feet.
Capacity. 300 cubic yards.
Built at Sorel shipyard, 2 in 1901, 3 in 1902.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.—

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 300 cubic yards.
Built at Sorel shipyard in 1903.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.—

Length over all, 93 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 8 feet.
Capacity, 250 cubic yards.
Built at Sorel shipyard in 1909.

Two Small Flat Scows (wooden hulls) used at the Sorel shipyard.—

20 feet by 40 feet.
One of these with a derrick of 5 tons lifting capacity.

APPENDIX No. 4.

SOREL SHIPYARD.

Sorel, July 15, 1911.

Alex. Johnston, Esq.,
Deputy Minister, Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit the following report on work performed at the Sorel shipyard during the fiscal year, 1910-11.

At the beginning of the fiscal year, the most important work on hand was the repairs and equipment of the fleet of vessels wintering at the shipyard. This consisted at the time, in about 65 vessels, dredges, tugs and scows of different descriptions, belonging to the dredging fleet, and 10 other crafts of the other branches.

SPRING REPAIRS.

This work was the continuation and completion of the work carried on during the previous winter and described in the report for 1909-10.

Although, owing to a mild winter, the opening of navigation was earlier than usual the vessels were ready to go out as soon as the state of the river allowed the work of dredging to be started.

The Richelieu river was free of ice on March 27, and the St. Lawrence on April 2. Dredges Nos. 2, 3, 4 and 5 left Sorel on April 11, to resume their respective work.

CONSTRUCTION.

Work was continued on vessel No. 21 now known as the *Montmagny*. The vessel was completed, painted, furnished, &c.

Trial trip was made on July 2, and the vessel was sent to Quebec on July 3.

Dredge, Construction No. 19.—Was completed in July 1910, and put to work. This dredge is known as No. 10.

Tug, Construction No. 29 was completed and put in commission under the name of *Contrecoeur*.

Elevator Dredge, Construction No. 26.—Work was begun on Elevator dredge, Construction No. 26, the hull was launched on November 22.

Dipper Dredge No. 24 was sufficiently advanced to be launched on October 29. Since then, the installation of machinery has gone on; the woodwork has been commenced and the whole dredge is in a fair way to completion.

Life-saving boats.—Two self-bailing motor boats have been built for the life-saving service. They were completed and put on trial, November 16, 1910.

Dumping Scows, Construction No. 28.—Two wooden scows were begun in September, 1910, and completed during winter, ready to be launched in April, 1911. The scows are 92 feet long, 26½ feet wide, 8½ feet deep and have four wells holding together 200 cubic yards of material.

Wooden Tug, Construction No. 35.—To be 92 feet long by 22 feet beam by 6 feet draught was begun in 1910.

The vessel will have twin screw propellers and engines of 400 horse-power. At the end of the fiscal year, the hull is complete. The engines are built under contract with the St. John Iron Works, New Brunswick.

Sounding Scow, Construction No. 39.—A sounding scow was begun during winter of 1911, and remains to be completed in the coming year.

Coal Barge Construction No. 32.—This barge is of steel throughout, and will be 500 tons capacity.

At end of fiscal year, work was progressing on this vessel, with a view of launching the hull early in the spring.

Sand Scow, Construction No. 33.—This is a steel dumping scow of 200 yards capacity. The wells will be fitted with conical valves worked by hydraulic cylinders. The work is in progress.

Besides the above constructions, plans and model for two steel tugs, were prepared. The material has been ordered and was almost completely delivered before end of fiscal year.

The engines for these two tugs are also under contract with the St. John iron works, and will be exact counterparts of the engines for the tug No. 35.

Rock Breaker, Lobnitz system.—During summer of 1910, the machinery was received for a rock breaker for submarine work. This was installed on board a scow built under Construction No. 20, and intended as a stone lifter. The rock breaker was completely installed and put in commission.

MAINTENANCE AND IMPROVEMENTS TO BUILDINGS AND PLANT OF THE SHIPYARD.

The whole of the buildings were maintained and repaired, and kept in good working order, so were the narrow gauge railway, the waterworks system, compressed air distribution, electric power lines and internal telephone lines.

The side walls of the buildings were painted, an extension made to the wooden platform of the coal wharf.

Building No. 2.—Galvanized roof was repaired. In the main boiler shop, one coping machine and two new punches were installed.

Building No. 3.—Building No. 3 had ordinary repairs and painting, and change was made in the stairs leading to the mould loft.

Building No. 4.—This contains the offices and stores. The floor had to be braced from underneath, as everything is so decayed that the floor was sinking.

Building No. 5, Machine shop.—A boring mill of 96 feet diameter and one 8-foot planer were purchased; one 55 h.p. motor was installed.

Building No. 6, Blacksmith shop.—One new smoke stack was added and the exhaust box repaired. One 500 lbs. Beaudry power hammer was installed with a 10 h.p. motor. One 1,500 lbs. jib crane was also added to serve the new hammer and two forges.

Building No. 17, Saw mill.—Alterations were made to the sawdust exhaust pipe. A drain was made and an automatic water closet installed with building for same. One motor of 150 h.p. replaces the 100 h.p. motor used heretofore, and the 100 h.p. motor replaces a 55 h.p. one, so as to have ample power in the coldest weather.

The 55 h.p. motor has been removed to the machine shop.

Building No. 14, used as an oil shed, was removed and set up in rear of building No. 13, so as to leave a clear avenue along the shed No. 15.

The whole of the buildings were, as mentioned above, maintained in working order and painted.

Ship-hauling ways.—The old ways were put in order; some new timbers being placed.

The new ways of No. 2, had considerable repairs. Four cross beams built of steel and angles, were placed and the deep water pier was lengthened.

The 30-ton crane installed over the railway tracks was equipped this year, with an auxiliary trolley for quicker motion with small loads, and also with raised platform for operating the winches.

An air compressor with a 35 h.p. dynamo, was placed in the boiler shop, and four transformers were installed in the power house, to supply current for the new motors of the punching machines, &c.

Besides the above, some work was performed for the Signal Service station at Sorel, and those at Three Rivers and Crabe Island stations.

The wharfs Nos. 1, 2 and 3 had ordinary repairs and on wharf No. 4, the wooden platform for the coal was extended as mentioned before.

In November and December, the whole dredging fleet returned to winter quarters at Sorel, with the exception of dredge No. 10 and tug *Champlain*, now the *Lanoraie*, which wintered in Montreal. There were also at the shipyard, *La Canadienne*, the *Shamrock*, the *Vercheres*, and the *Hosanna*, belonging to other branches of the government. All these vessels were placed in winter quarters, the ice cut around the vessels as needed, the winter roads were kept clear throughout the yard and the river front.

Following is a list of the different vessels on which work was performed:—

REPAIRS TO VESSELS.

Acetylene (barge) was hauled on October 1, 1910, and an iron sheathing put on at the water line forward. Besides this, the barge underwent ordinary current repairs.

Adelard (scow).—A steam connection was made and installed for the sawing apparatus on board this scow, which belongs to the Construction of Lights Branch.

The Alaska (tug of the Sincennes-McNaughton line) was hauled July 26, 1910. Subsequently there were extensive repairs to the ways, as the vessel broke through the cross logs when being launched.

Alpha (a small covered steam launch).—This vessel was hauled November 21 for wintering. During the summer of 1910 there was some work done on the vessel to make her ready for a short cruise. During winter of 1911 a little caulking was done to her hull.

Barge No. 1 had the ordinary maintenance repairs. During winter 1911 the guards were renewed and part of the deck was overhauled and caulked. One pair of davits was supplied to handle boat at the stern.

Barge No. 2 was at the shipyard during winter 1911, and had repairs to woodwork only.

Barge No. 3 had a revolving mooring head installed. She was hauled July 14, 1910, for repairs to her rudder. The hoisting engine had new piston rings and keys to eccentrics; the windlass was lifted so as to caulk the deck underneath and make it water tight. There were also light repairs during the winter.

Barge No. 4 had repairs to boiler and steam connections in summer 1910. In winter 1911 repairs to guards and deck.

For *Bayfield* one pair of davits, 3″ diameter x 13″ long, were supplied.

Bronx (a gasoline launch).—In 1910, the hull was overhauled; part of the ribs and side planking were renewed. The boat also had ordinary maintenance.

Carmelia (tug).—During summer 1910, the masonry behind the boiler was rebuilt and the boiler tubes had to be repaired several times. The vessel was also hauled, on August 4, 1910 to receive a new propeller. During winter 1911 a new return tubular boiler was built and installed on board; the pipe connections were made anew and some light repairs to the machinery and hull.

Cartier (tug).—In winter 1911 had repairs to deck, aft. The guards and housing were also repaired; the lower part of the smoke box of the boiler was made new and the piston and link and thrust blocks were repaired.

Champlain (tug).—This tug is now known as the *Lanoraie*. In summer 1910 there were general repairs to the piping and connections. She was hauled twice, viz.: June 6 and October 26 for new propeller wheels, this tug having been at work in shallow water near Montreal.

Coal Scow.—This scow was overhauled and a railing with braces put around the deck so as to serve for coal transportation.

Contrecoeur (tug).—This vessel was completed at the shipyard in 1910 and put in commission in July to serve the new dredge *No. 10*. The boat was hauled on October 6 to place a larger screw propeller which better suited the power of her engines. During winter 1911, general repairs of light nature were made.

Davis (barge).—Had only ordinary repairs of unimportant nature.

Daisy (tug) of the Public Works Department was hauled July 26, 1910 for repairs to her stern tube and brackets.

De Levis (tug) was hauled June 17, 1910, for repairs to stern tube and rudder and shaft. She was also hauled on November 12, and a new right hand propeller wheel and right hand bracket were installed. The hull was painted in June and there were the ordinary maintenance repairs. During winter 1911 the rudder chains were overhauled, the deck caulked where found defective and the cotton duck covering of the upper deck was repaired and painted.

DREDGES.

Dredge No. 1.—There were some repairs to the buckets and one new lower tumbler was placed. Carpenters repaird the coamings, upper deck and the canvas covers. The deck guard and rails were also repaired, as well as the step of the A frame.

A new shaft was placed on the dynamo; a new casing to the boiler. The steam pipe connections were improved by making them of flanged pipes. The forward breasting winch had some repairs.

Dredge No. 2.—There were light repairs to piping and to search light and some caulking on the boiler during season of 1910.

During the winter 1911, buckets were repaired. The step of the 'A' frame and side fenders were repaired. The sides of hull and of well above water line were caulked.

A new 1½-inch wire cable was issued. There were the ordinary repairs to the machinery, the brackets of the ladder frame were rivetted anew. The smoke box fastening was renewed and the several boiler tubes were caulked.

Dredge No. 3.—The pipe connections were improved with cast steel flanges. A few deck planks were replaced during the season.

An upper tumbler casting was prepared during the summer to be installed the following winter.

During the winter, 1911, there were repairs to the buckets, the shoot and to the woodwork generally, also to the search light rheostat to main engines and to the stern and bow winches. The front of one boiler was caulked and the two connection chambers repaired.

Dredge No. 4.—During season 1910, there were current repairs to the steam piping, also to the frame of the main winch. A new lower tumbler for ladder frame was prepared at the yard and shipped to be installed on board.

During the winter of 1911, the buckets and bucket teeth were repaired, the wearing wooden sheathing on sides of ladder frame was renewed, the guards were repaired where needed.

The upper tumbler bearings were examined and babbitted. The lattice braces of the ladder frame were repaired. A new bush for lower tumbler was fitted. The winches and other machinery were overhauled, the dynamo armature was re-turned.

A few of the boiler tubes were renewed; the steam piping was improved by having flanged connections instead of threaded ones. The electric wiring was renewed on half of the installation.

Dredge No. 5.—During the season of 1910, repairs to connections and search light were made.

During winter 1911, the sides of the well were strengthened by building a steel truss on each side of the same.

The guards were repaired and so was the shoot. The boiler on the port side was lifted and repaired, the smoke box had new fastenings and the studs were renewed.

One new boat was supplied and one repaired.

Dredge No. 6.—During season of 1910, repairs were made to boiler and connections. One lower tumbler bush was fitted and one new upper tumbler installed to replace one which had been in use several years.

During winter of 1911, 10 new buckets were made for this dredge and others were repaired, also new shoot plates (steel castings). The lower sides of boilers were repaired and several tubes removed in order to insure thorough cleaning. On the steam connections the flanged pipes were placed instead of threaded ones.

Dredge No. 7.—During the summer of 1910, the boilers had to be caulked on several occasions. One set of Diamond jet blowers was put on one of the boilers. The search light and dynamo were repaired.

During summer, four additional lengths, each 100 feet of the 30-inch discharge pipe were completed. In November, 1910, all the discharge pipes, 26 in number, were hauled on the ways; the wearing plates renewed on 8 lengths of the pipes. Others were repaired, woodwork and springs overhauled and rubber sleeves put in order.

The centrifugal sand suction pump was beginning to show appreciable wear, so that a cast steel lining in sections for the inside of the volute was cast on accurate models, and bolted to the outer shell. The lining consists of 65 pieces weighing together 10,285 lbs.

Important improvements to the set of four boilers of this dredge were also determined upon and begun. Eleven new corrugated furnaces were imported and the mode of connecting them with the combustion chambers was changed, thereby avoiding excessive thickness of metal at the inner end of the furnaces. The material for these alterations and also for the installation of a Howden draft system, was ordered and considerable work done on same before end of fiscal year. The machinery of the dredge was put in order as usual.

Dredge No. 8.—Two gypsey heads for the windlass, two brass check valves for the boilers were supplied; the 1½-inch wire rope was renewed.

During the winter 1911, the work of painting the inside of the hull was continued. The chain lockers were cleaned and painted, also the bulkheads, the bilges and the intermediate spaces below and around the hoppers, thus completing the painting of the hull inside. A wooden floor was made for the dynamo room in order to prevent the dust from the cement floor to injure the electrical machinery.

The cutter head blades were rivetted anew and the cutter head machinery overhauled. Two sets of Diamond jet blowers were installed on the boilers. Four ventilating cowls were lengthened so as to give better ventilation to boiler room.

The spare feed pump was connected to all bilge pumps so as to allow the pumps to be used alternately. A direct steam connection for dynamo engine as well as exhaust pipes, were installed, in view of ensuring better regulation of the dynamo which previously had the steam from the same pipe as main and cutter head engines, causing considerable fluctuation in pressure.

Dredge No. 9.—Two new leather dredging sleeves were imported from Germany, of which one is kept on hand to replace the present sleeve when completely worn.

Winter of 1911, one new dynamo was installed, capable of supplying 150 lamps instead of 60, as heretofore.

The forecastle winch was lifted in order to get at the deck and make it water tight under the winch.

The crane truck of suction pipe was repaired, and the trunnions turned. The steering arrangement was repaired. The upper deck was caulked around the deck houses. The inside of the deck houses, galley, dining room, &c., were painted inside.

During the same winter, 130 plain and stay boiler tubes were renewed; one-fifth of the condenser tubes were renewed. A new set of plates was prepared for the inside of the turbine pump. Ordinary maintenance of dredge was attended to.

Dredge No. 10.—This dredge was built at the shipyard under No. 19. The vessel was put in commission in July, 1910, and a few improvements carried on, after operating for some time. The 8-yard bucket was repaired; the lip having been broken, had to be replaced. A new bale was also supplied. A spud keeper was placed so as to hold and guide the stern spud. Two new valves were made on plans of the consulting engineer, Mr. Kennedy, and installed. The bases of the friction levers were strengthened.

This dredge wintered at Montreal, and little was done to her machinery during the winter of 1911.

Emilia (tug).—The smoke box of boiler was repaired and also the piping. One twenty barrel raft was supplied in connection with service of dredge. The vessel was hauled on September 15, 1910, to repair the stern tube. The steering gear of tug *Lac St. Pierre* was installed on board. There were ordinary repairs to deck and engines.

Falken (Lightship southeast shoal No. 18).—The adapting of this vessel for lightship service was completed. The deck, hull and deck houses were painted. A submarine signal bell was installed and also an automatic whistling arrangement.

Two lifeboats and chucks were provided. A sanitary system was installed. A new railing was made; the hull inside the cargo space forward, was cemented and cross bunkers built. The deck was equipped, the rigging of masts was overhauled. Signal bells were made, and tackle provided for manœuvring the lanterns and signal bells. Anchors were supplied.

On May 6, the vessel was hauled on the ways, to scrape the bottom and paint the hull and overhaul the rudder; a windlass was also installed. The vessel left under her own steam to reach her station on Lake Erie, on May 10, 1910.

Floating machine shop.—This scow has no steam, the forge machinery being run by gasoline engine. The blacksmith and helpers live on board. A hot air heating arrangement was prepared and placed below deck, in fall of year 1910.

During the winter, 1911, the vessel received a coat of paint.

Frontenac (Survey tug).—The repairs of summer, 1910, were to the rudder chains, electric bells, also to bridges in the boiler furnaces. The boat was painted once during the summer.

During winter, 1911, two 25 gallons gasoline tanks were made, the hull above water line and the deck were caulked. The guards and rail were repaired. The steam windlass of the *James Howden* was installed on board the *Frontenac*.

The engines were overhauled, the bell wiring was put in order, and there were the ordinary repairs to the machinery and boilers.

Hosanna (tug).—In spring of 1910 the vessel was launched after wintering on the ways, where the hull had been partly rebuilt. One boat was supplied.

During the summer there were only light repairs.

Iberville (tug).—In summer, 1910, one awning was supplied for the deck astern. There were repairs to steam connections and to bridges in the boilers. One hand wheel and added to the steam steering gear.

In winter, 1911, the guards and coamings were repaired, the bottom of the water pan of the boiler was also repaired.

James Howden (tug).—The electric bells were overhauled. The galley floor was repaired and also the pony pump. Some stay rods were caulked in the boiler.

The vessel was hauled on November 28, for wintering. In winter, 1911, the stem of the vessel was repaired. The hull and deck were caulked throughout. A new windlass of the shipyard pattern was placed on board, and the old one was removed to another tug. There were also ordinary repairs to the machinery and boiler.

Jessie Hume (tug).—A new awning for the deck astern was supplied. There was caulking done on the boiler and repairs to hull around the rudder post. The vessel was hauled September 23, to install a new shaft and new stern tube. The brackets were repaired and also the rudder shoe and bracket.

In winter 1911, the railing and guards were repaired, the deck caulked and a few planks renewed. Ordinary repairs were made to the machinery.

C.G.S. *La Canadienne,* was brought to the shipyard after going out of commission. The work on this boat has simply been caretaking.

Lac St. Pierre (tug).—Mud catcher for boiler was placed and there was caulking done to the boiler. The vessel was hauled once on April 26, to place new propeller wheel and repair the rudder. She was also hauled on May 16, for another new propeller wheel after meeting with an accident.

In winter 1911, the guards and stanchions on the port side were repaired. A new awning supplied. There were also general repairs to the machinery, pistons eccentric-bands, pipe connections and also to the boiler.

C.G.S. *Lady Grey.*—Work in the summer of 1910. The repairs consisted in overhauling the engine telegraph, painting the hull and davits and fixing the electric system. This vessel having worked all winter at ice breaking, the overhauling of the machinery was done at Sorel during June, 1910.

The whole machinery was put in good order and a set of three new propeller blades was supplied. Four doubling plates of about 50 feet in length on each side of the bow, were added to strengthen the vessel at water line.

The hull received two coats of paint. The vessel, not having wintered at Sorel, no work was done on her by the shipyard in 1911, before end of fiscal year.

Maisonneuve (yacht).—During the summer 1910, brass propeller wheel was supplied. The vessel was hauled for wintering in November, 1910.

The following repairs were made:—the seams were caulked with cotton and lead. The bowsprit was repaired and also the deck, skylight and railing. There were repairs to the feed pipe and some new link pins and a new set of grates. The rest of the machinery was overhauled and a new rose on the intake for the boiler feed was put on.

Scow Lenore.—Which does service with the *Maisonneuve,* was also brought here for winter. The seams were caulked and windlass was overhauled and two guys added to the derrick mast. The railing was repaired and also the house woodwork, a new window being added. One new low guard along the edge of the deck, was added and the derrick was furnished with a new boom. Iron sheathing at water line was placed at the stern and bow of the boat. She was launched at high water, in the spring.

Monitor (tug).—Of the Public Works Department, had her rudder stock repaired and light repairs to piping.

Montcalm (tug).—There were repairs to the W.C., to the steering gear and to the main engine. Two brass plugs were inserted in the boiler for cleaning purposes, the vessel was hauled July 19, 1910, to secure wheel on shaft and repair lignum vitæ in the stern tube. A shaft was straightened and the hull painted. This vessel's name has been altered to the *Lotbinière* under which it is now known.

In winter of 1911, the steering gear was repaired and there were light repairs to the woodwork and general repairs to the machinery, condenser and piston rod. The boiler was caulked in a few places.

C.G.S. *Montmagny*.—The vessel was completed, outfitted, furnished, painted and put in commission, leaving Sorel on July 3. Since that, drawings for new propeller blades were prepared and a gasoline launch repaired for the *Montmagny*.

Montmorency (yacht).—The vessel was hauled for the winter on November 17, 1910.

Oswegatchie, of Public Works Department had a new funnel and the dynamo and electric wiring overhauled.

Ottawa (dredge).—In 1910, spring repairs were made to this dredge, one sea cock for the ejector was repaired as well as the pumps.

Ottawa (tug).—The *Ottawa* was hauled on May 3 to alter her propeller, and on May 29 she was hauled again and a new propeller put on. On October 20, she was also hauled for repairs to tail shaft and placing new bracket for propeller shaft. The hull was painted on the same occasion.

Portneuf (tug).—In summer of 1910, had caulking of boiler, repairs to bridge and also repairs to deck houses. The vessel was hauled June 15 to place one new propeller, and on July 16 for the same cause and also repairing the shaft gland. One new smoke stack was placed on and there were ordinary repairs to the machinery, pumps, link-block, &c.

Pontoons of Dredge No. 7.—As mentioned above, these pontoons were hauled out and put in good condition.

SCOWS.

During the season the following scows were hauled: *No. 1*, twice; *No. 6*, twice; *No. 8*, once; *No. 9*, once; *No. 10*, twice; *No. 12*, once; *No. 13*, twice; *No. 14*, once; *Nos. 15, 17 and 21* once each.

All these vessels were hauled for repairs to the hull or hopper doors. All the other scows were also kept in working order throughout the season.

Shamrock (steamer).—During 1910, there were light repairs to the hull and machinery. One coat of paint was given in the spring. A powerful four-drum winch was installed. The vessel was hauled on August 19 to repair and strengthen the stern.

In winter 1911, one hawse pipe was renewed on the starboard side; all the rear sections of the guard were repaired. The canvas covering on the upper deck was also repaired. One room with two berths was partitioned off in forward hold. Light repairs were made to the machinery. One 18-foot boat was built and supplied.

Sounding Scow No. 1 and floating shop were painted. *Sounding Scow No. 2* was also painted.

Stone Lifter No. 2.—During summer 1910, one new smoke stack was built and repairs were made to boiler. During winter 1911, the large stone grips were repaired.

On May 18, 1910, this stone lifter was hauled so as to caulk the hull and the sides of the well.

Stone Lifter No. 3.—This vessel was hauled November 25. A new boat 18 feet long was built and supplied to the stone lifter, and the winches were overhauled.

Stone Lifter No. 4.—Was used as a rock breaker during latter part of the season. Strong breasting winches were installed for the special work of rock breaking in strong current, and the vessel was maintained in good order generally throughout the season.

Verchères (tug).—Was hauled on June 23, 1910, for repairs to the stern bracket and the rudder. The hull was caulked and the boat was painted twice during summer 1910.

During summer 1911, there were general repairs to the machinery, grinding of the pistons, overhauling the main engine and steering engine. One marine check valve was placed on the feed pipe and slight repairs made on the boiler.

A plan of the river front, opposite the shipyard, shows the position of the several vessels for wintering.

The financial statement submitted shows a total expenditure of $1,174,749.55, covered by appropriations for River St. Lawrence ship channel, for improvements to dredging plant and by transfers of money from other appropriations for which work was performed at the shipyard.

The average force employed at the shipyard for the fiscal year was 853 men, daily, and varied from 800 to 930 per day, all told.

I have the honour, to be, sir,

Your obedient servant,

L. G. PAPINEAU,
Director of Shipyard.

GOVERNMENT SHIPYARD, SOREL.

STATEMENT of Revenue and Expenditure for the fiscal year 1910–11.

Year.	——	Amount.	Year.	——	Amount.
1911.		$ cts.	1911.		$ cts.
March 31..	To Appropriation for River St. Lawrence ship channel actually expended	779,985 04	March 31..	By operating dredging fleet.....$611,394 19	
" 31..	Appropriation for improvements to dredging plant.		" 31..	Construction for dredging fleet..... 58,269 68	
	Construction No. 19, dredge for Cap à la Roche.....$ 26,474 28		" 31..	Improvements to Sorel ship yard..... 45,421 96	715,085 83
	" No. 20, rock breaker 27,397 26			Improvements to dredging plant—	
	" No. 24, 10 cu. yd. dipper dredge 100,122 16			Construction No. 19 (dredge for Cap à la Roche)..... 27,596 52	
	" No. 26, Elevator dredge..... 64,369 94			" No. 20 (rock breaker).... 27,397 26	
	" No. 29, twin screw wooden tug. 8,834 49			" No. 24 (10 cu. yd. dipper dredge)..... 132,338 74	
	" No. 32, coal barge No. 4..... 11,761 35			" No. 26 (elevator dredge).. 92,829 09	
	" No. 35, twin screw wooden tug. 10,538 60			" No. 29 (twin screw wooden tug)..... 8,832 49	
	" No. 36, steel tug..... 482 83	249,980 91		" No. 32 (coal barge No. 4). 38,661 72	
" 31..	Steamer for construction of lights below Quebec..	42,981 53		" No. 35 (twin screw wooden tug)..... 20,263 28	
" 31..	" *La Canadienne*.....	616 29		" No. 36 (steel tug) of lights 2,081 97	350,001 07
" 31..	Construction of lights, P.Q.....	19,512 00	" 31..	Steamer for construction below Quebec...	44,332 06
" 31..	Maintenance of lights, P.Q.....	12,743 82	" 31..	Hydrographic survey, Str. *La Canadienne*.....	771 15
" 31..	Signal service.....	504 29	" 31..	Construction of lights, P.Q. (supplies and repairs)..	19,507 76
" 31..	Department of Public Works.....	4,588 86	" 31..	Maintenance of lights, P.Q. " " ..	12,741 32
" 31..	Steamer *Bayfield*.....	16 78	" 31..	Signal service	504 29
" 31..	" *Lambton*.....	181 34	" 31..	Department of Public Works (repairs and supplies to dredges, tugs, &c.)	4,889 76
" 31..	" *Gulnare*.....	27 95	" 31..	Steamer *Bayfield* (repairs and supplies)	16 78
" 31..	" *Maisonneuve*.....	3,098 48	" 31..	" *Lambton* " "	181 34
" 31..	Dominion steamer *Minto*.....	196 46	" 31..	" *Bellechasse* " "	1,638 96
" 31..	" " *Montcalm*	475 87	" 31..	" *Gulnare* " "	27 95
" 31..	Steamer *Falken*.....	6,642 76	" 31..	" *Maisonneuve* " "	3,098 48
" 31..	South east shoal light ship	17 56	" 31..	Dominion Str. *Minto* " "	196 46
" 31..	Quebec agency.....	20 60	" 31..	Steamer *Montcalm* " "	478 97
" 31..	Dominion lighthouse depot, Prescott.....	145 80	" 31..	" *Falken* " "	6,642 76
" 31..	Halifax agency	21 00	" 31..	South east shoal lightship.....	17 56
" 31..	St. John agency.....	5,543 47	" 31..	Quebec agency.....	20 60
" 31..	A. Lanctôt.....	375 62			
" 31..	La Cité de Sorel.....	288 22			
" 31..	Dominion Government steamer *Lady Grey*.....	7,157 45			
" 31..	Petty sales	108 45			

"	31..	Scrap iron sales		2,157 33	"	31..	Dominion lighthouse depot, Prescott	145 80
"	31..	Stores and material		37,361 67	"	31..	Halifax agency	21 00
					"	31..	St. John agency	5,543 47
					"	31..	A. Lanctôt, labour and material supplied	375 62
					"	31.	La Cité de Sorel	288 22
					"	31..	Dominion Government Str. *Lady Grey*	8,222 34
				1,174,749 55				1,174,749 55

Sorel Shipyard, March 31, 1911.

M. A. BARIL, Accountant.

L. G. PAPINEAU,

Director of Shipyard.

APPENDIX No. 5.

STATEMENT of Expenditure for the fiscal year 1910-11.

Service.	Appropriation	Expenditure.	Balance.	Overdrawn.
	$ cts.	$ cts.	$ cts.	$ cts.
Ocean and River Service—				
Dominion steamers and icebreakers	710,000 00	643,593 95	66,406 05	
Examination of masters and mates	11,400 00	5,801 62	5,598 38	
Rewards for saving life, &c.	55,000 00	55,406 59	.....	406 59
Investigation into wrecks	15,000 00	8,016 97	6,983 03	
Schools of navigation, expenses of	8,000 00	2,177 45	5,822 55	
Registration of shipping	2,000 00	1,049 86	950 14	
Removal of obstructions in navigable waters.	20,000 00	8,820 95	11,179 05	
Winter mail service	7,000 00	6,818 41	181 59	
Salaries and expenses of cattle inspection	5,000 00	3,740 40	1,259 60	
Subsidy for wrecking plant, Quebec, Maritime Provinces, and British Columbia	30,000 00	30,000 00	.....	
Maintenance of vessels patrolling northern waters, &c.	69,000 00	66,753 91	2,246 09	
Compensation to Major J. D. Moodie for services in 1904-05	1,000 00	1,000 00	.....	
Unforeseen expenses	5,000 00	3,445 41	1,554 59	
	938,400 00	836,625 52	102,181 07	406 59
Public Works—chargeable to Capital—				
River St. Lawrence ship channel	800,000 00	779,985 04	20,014 96	
Construction of dredging plant, Montreal to Father Point	250,000 00	249,980 91	19 09	
Purchase of yard property at Sorel	30,000 00	.....	30,000 00	
Permanent piers in Lake St. Peter, &c.	50,000 00	20,932 87	29,067 13	
	1,130,000 00	1,050,898 82	79,101 18	
Lighthouse and Coast Service—				
Agencies, rents and contingencies	50,000 00	40,205 74	9,794 26	
Salaries and allowances to lightkeepers.	400,000 00	348,749 67	51,250 33	
Maintenance and repairs to lighthonses, &c.	750,000 00	707,485 42	42,514 58	
Services of H. Barrett, lifting buoys, &c.	400 00	400 00	.....	
Construction of Lighthouses, including West Coast Trail	1,000,000 00	418,049 36	368,103 18	
Construction of apparatus, &c.		213,847 46		
Signal service	12,000 00	9,599 67	2,400 33	
Administration of pilotage, Str. *Eureka*	35,000 00	34,781 54	218 46	
Maintenance and repairs to wharfs	5,000 00	3,259 90	1,740 10	
Ice-breaking in Lake Superior, &c	40,000 00	36,060 00	3,940 00	
Telephonic reporting station below Montreal	24,000 00	20,978 18	3,021 82	
Repairs to Maritime Road, Gaspé	1,000 00	1,034 88	.....	34 88
Charter of steamer, Lime kiln Crossing	10,000 00	150 00	9,850 00	
Pension to retired pilots	5,850 00	4,922 72	927 28	
Telephones in connection with aids to navigation	10 000 00	.....	10,000 00	
New lighthouse and buoy Steamer to replace *Shamrock*	175,000 00	1,126 09	173,873 91	
New lighthouse and buoy steamer for Pacific Coast	200,000 00	3,726 43	196,273 57	
Allowance to Mrs. Elizabeth L. Kerr	4,100 00	4,100 00	.....	
Compensation to Mr. Thos. Harling	500 00	500 00	.....	
	2,722,850 00	1,848,977 06	873,907 82	34 88
Scientific institutions—				
Meteorological service	139,300 00	129,594 49	9,705 51	
Magnetic observatory, Toronto	3,200 00	2,142 93	1,057 07	
Montreal observatory	500 00	500 00	.....	
Kingston observatory	500 00	500 00	.....	
	143,500 00	132,737 42	10,762 58	
Marine hospitals—				
Maintenance and repairs of marine hospitals	70,000 00	54,859 50	15,140 50	
Shipwrecked and distressed seamen.	3,000 00	1,304 23	1,695 77	
	73,000 00	56,163 73	16,836 27	

STATEMENT of Expenditure for the fiscal year 1910-11—*Concluded.*

Service.	Appropriation	Expenditure.	Balance.
	$ cts.	$ cts.	$ cts.
Steamboat Inspection—			
Salaries and expenses of Steamboat Inspectors	53,300 00	42,818 47	10,481 50
Fisheries—			
Salaries and disbursements of Fishery officers	220,000 00	181,078 28	38,921 72
Salary of K. W. McKenzie as special guardian	125 00		125 00
Compensation to Fishery Overseer, Wm. Robichaud	2,400 00	2,400 00	
Fish breeding establishments	322,300 00	220,727 66	101,572 34
Oyster Culture	10,000 00	4,026 68	5,973 32
Cold Storage for bait, &c	40,000 00	11,231 49	28,768 51
Dog-fish reduction works	60,000 00	46,486 61	13,513 39
Canadian Fisheries exhibits	16,000 00	3,168 42	12,831 58
Distributing of fishing bounty	6,000 00	4,881 73	1,118 27
Building fishways	10,000 00	1,731 88	8,268 12
Legal and incidental expenses	4,000 00	886 14	3,113 86
Georgian Bay laboratory	2,000 00	1,150 45	849 55
Marine biological station	15,000 00	8,549 98	6,450 02
Transportation of fresh fish	50,000 00	48,141 97	1,858 03
Fishery commission	15,000 00	9,603 97	5,396 03
Services of officers *re* modus vivendi licenses	761 62	761 62	
Services of customs officers *re* fisheries intelligence bureau	500 00	260 00	240 00
International fisheries commission	10,000 00	344 06	9,655 94
Inquiry into rights, Federal and Provincial Governments *re* fisheries	10,000 00		10,000 00
Settlement of British Columbia Government's claim for license fees collected in 1901-1907	56,137 00	56,137 00	
	850,223 62	601,567 94	248,655 68
Civil Government salaries	255,450 00	203,702 49	51,747 51
Contingencies	30,000 00	25,496 73	4,503 27
Fishing bounty	160,000 00	159,166 75	833 25
Recapitulation—			
Ocean and river service	938,400 00	836,625 52	101,774 48
Public works, chargeable to capital	1,130,000 00	1,050,898 82	79,101 18
Lighthouse and coast services	2,722,850 00	1,848,977 06	873,872 94
Scientific institutions	143,500 00	132,737 42	10,762 58
Marine hospitals	73,000 00	56,163 73	16,836 27
Steamboat inspection	53,300 00	42,818 47	10,481 53
Fisheries	850,223 62	601,567 94	248,655 68
Civil government salaries	255,450 00	203,702 49	51,747 51
Contingencies	30,000 00	25,496 73	4,503 27
	6,196,723 62	4,798,988 18	1,397,735 44
Fishing bounty	160,000 00	159,166 75	833 25

APPENDIX No. 6.

STATEMENT of Revenue for fiscal year ended March 31, 1911.

Service.	Amount.	Refunds.	Total.
	$ cts.	$ cts.	$ cts.
Harbours, piers and wharfs	21,821 15	491 50	21,329 65
Dominion steamers—			
Champlain.			
Freight, $1,805.99; passengers, $4,925.81; meals, $121.40; berths, $1,011.00	$13,627 10		
Less to be accounted for in 1911-12	1,124 61		
	12,502 49		
Minto.			
Freight, $2,975.82; passengers, $1,807.25; meals, $71.40; berths, $423.00	$5,279.47		
Less overcharge on freight	33 94		
	$5,245 53		
Account belonging to fiscal year 1909-10	963 00		
	$6,208 53		
To be accounted for in 1911-12	967 94		
	5,240 59	4 00	24,592 28
Decayed pilots fund	5,206 61		5,206 61
Steamboat inspection fund	4,083 60		4,083 60
" engineers fees	1,501 50		1,501 50
Sick mariners fund	55,567 41	137 34	55,430 07
Signal station dues	613 00		613 00
Marine register fees	29 59		29 59
Fines and forfeitures	851 43	540 00	311 43
Examination masters and mates	4,446 61	15 00	4,431 61
Winter mail service	152 00		152 00
Civil service insurance	13 00		13 00
Casual revenue, marine	37,305 92	508 09	36,797 83
" fisheries	29,913 12		29,913 12
Fisheries revenue	95,969 38	10,184 30	85,785 08
Modus vivendi	15,076 50		15,076 50
Total	297,147 10	11,880 23	285,266 87

FISHERIES revenue for fiscal year ended March 31, 1911.

Province.	Amount collected.	Refunds.	Net revenue.
	$ cts.	$ cts.	$ cts.
Ontario	280 25		280 25
Quebec	5,336 61		5,336 61
New Brunswick	12,996 84		12,996 84
Nova Scotia	7,749 60		7,749 60
Prince Edward Island	2,499 63		2,499 63
Manitoba	8,212 75	89 30	8,123 45
Saskatchewan	1,246 00		1,246 00
Alberta	698 50		698 50
Hudson Bay Territory	100 00		100 00
British Columbia	55,921 70	10,075 00	45,846 70
Yukon	927 50	20 00	907 50
Total	95,969 38	10,184 30	85,785 08
Modus Vivendi Licenses			15,076 50
Grand total	95,969 38	10,184 30	100,861 58

FOR the Year ended March 31, 1911, Minor Public Works—Revenue—Wharfs, Piers and Harbours.

Locality.	Wharfinger.	Date of appointment.	Remuneration allowed.	Net revenue.
Ontario.			p.c.	$ cts.
Blind River	W. H. McGauley	April 14, 1908	50	790 12
Brontè	J. J. Wilson	Oct. 26, 1905	25	50 25
Bruce Mines	W. Flemming	Apr. 15, 1902	25	119 03
Burke Falls	A. J. Collins	Feb. 28, 1907	25	37 35
Chute à Blondeau	O. Cousineau	May 28, 1909	40	137 21
Cockburn Island	H. R. McAllister	Apr. 18, 1907	25	45
Cooks Bay	Chas. Kent	May 28, 1909	50	17 34
Haileybury	R. B. Jessup	May 8, 1908	25	515 08
Honora	G. E. Hawke	May 12, 1909	25	26 50
Kingsville	W. H. Black	Aug. 1, 1902	25	174 01
L'Original	E. A. Hall	Mar. 23, 1904	25	177 78
Leamington	J. E. Johnston	May 11, 1906	25	225 02
Maganetawan	Conard Ross	Apr. 6, 1910	25	37 95
Midland	J. Gates	Oct. 26, 1905	25	419 28
Oshawa	W. T. Henry	Aug. 10, 1904	$400 per annum.	3 00
Pélée Island	H. Henderson	Feb. 2, 1907	25	242 85
Pembroke	T. Anderson	Apr. 27, 1906	$200 per annum.	100 00
Richard's Landing	R. Armstrong	June 10, 1907	50	101 32
Rondeau	W. R. Fellows	Dec. 17, 1893	25	58 89
Rosseau	A. Monteith	Aug. 6, 1908	50	125 20
Sault Ste Marie	G. S. Boyd	Apr. 30, 1901	$100 per month during navigation season	995 22
Scudder's Wharf	C. B. Quick	July 29, 1909	25	161 64
Sheguiandah	Wm. Stevens	Nov. 8, 1910	25	124 26
Southampton	Geo. McVittie		25	421 75
South Lancaster	J. D. Perron	May 6, 1907	25	127 92
Tenby Bay	Jas. Bolt	Dec. 13, 1909	25	12 95
Thessalon	D. J. Sandle	Apr. 22, 1902	50	205 56
Treadwell	J. Smith	May 18, 1909	40	107 88
Wendover	H. Lacasse	Jan. 14, 1907	50	40 43
Wiarton	W. Gilbert	Nov. 23, 1907	25	250 50
				5,806 84
Montreal District.				
Cedars	C. Laboursadiere	May 27, 1907	50	10 92
Coteau du Lac	H. Saluré	Apr. 10, 1908	50	15 97
Coteau Landing	Napoleon Beriault	June 29, 1910	25	28 70
Graham	A. Bertrand	Feb. 22, 1904	25	43 16
Hudson	A. W. Mullen	July 13, 1904	50	78 18
Ile Perrot Nord	Orphie Legault	May 30, 1910	15	35 86
Lacolle	R. J. Robinson	Mar. 6, 1894	25	9 03
Longueuil	E. Denicourt	May 15, 1901	25	36 45
Magog	D. Peters	June 15, 1906	50	79 54
Masson				2 00
Peel Head Bay	S. N. Ray		25	6 75
Pointe Fortune	Wm. Brown	Apr. 26, 1910	25	84 41
Riguad	O. Mallette			52 68
Pointe à Valois	L. Castonguay		50	53 38
St-Anicet	S. Dupuis	Sept. 14, 1896	25	21 93
St-Anne de Bellevue	M. C. Bezner	May 21, 1908	50	183 05
St-Zotique	A. Bissonnette	May 7, 1906	25	11 33
Vaudreuil	J. A. Valois	Apr. 21, 1910	25	36 04
Sorel Harbour	J. A. Prouix	June 6, 1901	$400 per annum.	100 00
				889 38

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For the Year ended March 31, 1911, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Continued.*

Locality.	Wharfinger.	Date of appointment.	Remuneration. allowed.	Net revenue.
Quebec district.			p. c.	$ cts.
Anse aux Gascons	S. Chapados	Feb. 16, 1905	25	49 14
Anse à L'Islet	G. Mollog			89 88
Anse St-Jean	F. Lavoie	May 13, 1905	$19 per annum	66 03
Baie St-Paul	E. Coude	Oct. 26, 1905	$32 per annum	63 00
Beauport	P. Langlois	Oct. 19, 1909	50	33 48
Berthier	J. Blais	Nov. 7, 1905	50	104 75
Carleton	B. Leclerc	June 13, 1905	$50 per annum	40 60
Cap à l'Aigle	A. Dufour	May 11, 1906	$18 per annum	40 00
Chicoutimi	T. Tremblay	May 23, 1901	$122 per annum	493 94
Grand River	G. Beaudin	Nov. 16, 1896	25	174 53
Grindstone	J. Ballantyne	Dec. 22, 1909	25	321 72
Les Eboulements	Capt. T. Tremblay	June 23, 1910	$29 per annum	62 00
L'Islet	Under lease			25 00
Matane	L. J. Thériault	Feb. 11, 1911	50	184 28
Murray Bay	J. Gagnon	May 16, 1906	$40 per annum	168 60
New Carlisle	J. Chisholm	Apr. 22, 1902	25	107 59
Paspébiac	Julien DeCaen	Feb. 22, 1902	50	70 83
Percé	E. Bourget	Mar. 11, 1903	25	244 04
Port Daniel	F. X. Gagnon	Feb. 26, 1907	$50 per annum	10 41
Rimouski	N. Lavoie	Mar. 27, 1907	50	87 59
Rivière du Loup	L. J. Puize	Nov. 7, 1905	$146 per annum	413 62
St. Alphonse de Bagotville	F. Fortier	Apr. 20, 1909	$48 per annum	150 45
St. Cécil du Bic	J. Santerre	May 28, 1909	25	44 25
St. Irénée	G. Bouchard	Feb. 10, 1903	25	6 95
St. Jean d'Orléans			50	80 00
St. Laurent d'Orléans	G. Godbout	May 11, 1904	50	26 00
St. Nicholas	Under lease			25 00
St. Siméon	L. Savard	May 7, 1908	25	24 09
St. Thomas de Montmagny	H. Dionne	Oct. 22, 1896	25	71 40
Tadousac	A. Gingras	May 29, 1906	$30 per annum	119 41
				$3,403 49
New Brunswick.				
Anderson's Hollow	H. T. Copp	May 30, 1910	25	145 17
Black River	F. G. McLeod	Sept. 26, 1907	25	40 06
Campbellton	G. E. Asker	May 11, 1904	25	1,923 84
Cape Tormentine	M. B. Rielly	June 23, 1905	25	364 34
Caraquet	R. Friolet	Sept. 11, 1906	25	43 76
Dalhousie	W. S. Smith	June 27, 1891	25	406 33
Gardner's Creek	J. J. Armstrong	Dec. 22, 1909	25	19 59
Hopewell Cape	G. D. Wilson	Apr. 10, 1899	25	28 26
Lameque	N. Chiasson	Nov. 28, 1906	25	36 14
Petit Roche	J. Boudreau	Aug. 27,	25	11 74
St-John	E. C. Elkin	Nov. 18, 1910	25 (not to exceed $1,500 in any calendar year).	633 30
Shippegan	G. J. Henry	Apr. 6, 1910	25	34 28
Tracadie	Louis Breau	Oct. 12, 1910	25	32 02
				$3,778 74
Nova Scotia.				
Babin's Cove	A. Thomas	Oct. 20, 1897	25	14 31
Barrington	J. H. Christie	Aug. 31, 1896	25	84 30
Bayfield	R. Grant	Apr. 23, 1902	25	11 43
Bear Point	J. Smith	May 23, 1902	25	3 35
Belliveau Cove	S. C. Thériault	Nov. 24, 1892	25	92 60
Black Point	J. P. Littlewood	Jan. 8, 1904	25	20 24
Bridgewater harbour	W. Oakes	Jan. 28, 1896	$100 per annum	52 00
Brooklyn	J. McLeod	Aug. 3, 1904	25	60 45
Canada Creek	H. Dickey	Aug. 12, 1899	25	6 84
Canso				14 16
Cape Cove	B. Doucette	Feb. 8, 1907	25	17 55

For the Year ended March 31, 1911, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Continued.*

Locality.	Wharfinger.	Date of appointment.	Remuneration allowed.	Net revenue.
Nova Scotia—Continued.			p. c.	$ cts.
Centreville	A. Ward	May 23, 1897	25	94 62
Church Point	L. Belleveau	Mar. 26, 1907	25	59 17
Cranberry Head				5 25
Deep Brook	C. D. Ray			4 47
Delap's Cove	R. W. McCaul	Nov. 28, 1889	25	3 81
D'Escousse	Leon Poirier	May 31, 1906	25	54 33
Digby	W. W. Hayden	April 20, 1897	25	2,870 38
Freeport	J. Fairfield	March 3, 1911	25	48 74
Granville Centre	H. Rooney	July 6, 1903	25	97 80
Hall's Harbour	T. A. Neville	Jan. 8, 1897	25	68 81
Hampton	C. Dunn	Dec. 22, 1906	25	18 91
Harbourville	L. D. Curry	Dec. 29, 1906	25	32 16
Horton Landing	F. G. Curry	April 30, 1898	25	9 61
International Pier Harbour	M. J. Neville	Oct. 30, 1880	$300 per annum	16 50
Isaac's Harbour	T. D. Cook	Jan. 30, 1902	25	9 84
East Jeddore	Enos Parker	May 9, 1910	25	18 69
Jordan Bay	J. Fredericks	Feb. 20, 1900	25	29 39
Lunenburg Harbour	J. B. Heckman			23 50
Margaretsville	D. H. McLean	July 10, 1907	25	83 42
Meteghan Cove	M. S. Robichaud	Dec. 7, 1909	25	16 81
Meteghan River	Antoine Melanson	Sept. 26, 1910	25	13 82
Morden	John Duggan	April 7, 1910	25	6 92
Newellton				29 14
Oak Point	Under lease			200 00
Owl's Head	David Palmer, jr	March 22, 1910	25	16 04
Parker's Cove	Curtis Halliday	Oct. 12, 1910	25	11 08
Picketts	F. Eaton	Aug. 2, 1899	25	60 34
Port George	O. Douglas	June 26, 1900	25	34 65
Port Hawkesbury	F. McInnes	March 20, 1907	25	379 22
Port Hood				2 50
Port Latour	C. D. Cook	Aug. 20, 1904	25	23 95
Port Lorne	F. Beardsley	June 22, 1897	25	39 49
Port Morien	D. F. McAuley	Nov. 6, 1906	7½	550 30
Port Mouton	Geo. Cook	Dec. 28, 1905	25	6 50
Port Philip	H. Johnson	Sept. 3, 1909	25	9 87
Port Wade	J. D. Apt	Sept. 12, 1907	25	60 53
Poulamond	B. Boudrot	June 4, 1906	25	49 88
Ray's Creek				27 87
Saulniersville	J. F. Saulnier	Aug. 25, 1888	25	9 53
Shag Harbour	A. Smith	Oct. 28, 1909	25	7 80
Swims Point	J. T. Duncan	Jan. 30, 1909	25	109 55
Tiverton	B. Blackford	Oct. 17, 1906	25	7 74
West Arichat	H. H. Sampson	June 21, 1909	25	30 65
West Head	H. N. Newell	July 2, 1910	25	27 09
West Pubnico	C. C. D'Entremont	March 28, 1898	25	23 49
Wolfville	J. L. Franklin		25	29 46
				5,710 89
Prince Edward Island.				
Aitken's Ferry	B. Aitken			2 08
Annandale	W. C. Jenkins	May 4, 1897	25	47 44
Bay View	J. Harrington	Oct. 2, 1885	25	27 21
Belfast	F. Halliday	May 1, 1901	25	26 17
Brush Wharf	H. H. McDonald	April 21, 1910	25	13 73
Chapel Point	R. McCormack	Sept. 18, 1885	25	23 65
Charlottetown	T. G. Taylor	Agent of Dept		218 93
China Point	W. S. N. Crane		25	31 52
Clifton	J. Gunn	May 4, 1900	25	10 78
Capaud & Victoria	E. McKinnon	July 7, 1897	25	248 02
Georgetown	R. R. Jenkins	Oct. 14, 1892	25	8 49
Haggerty's	C. Fisher	March 27, 1908	25	7 20
Hickey's	M. Webster	Oct. 28, 1896	25	28 80
Higgin's Shore	G. G. Henry			2 16
Hurd's Point	T. Montgomery	Aug. 16, 1901	25	90 33

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FOR the Year ended March 31, 1911, Minor Public Works—Revenue—Wharfs, Piers and Harbours—*Concluded.*

Locality.	Wharfinger.	Date of Appointment.	Remuneration allowed.	Amount.
Prince Edward Island.—Con.			p. c.	$ cts.
Kier's Shore	W. Hodgson	June 10, 1895	25	86 50
Lambert & Stevens	W. S. Johnston	May 3, 1900	25	8 77
Lewis Point	H. McCormack	Nov. 6, 1908	25	15 06
Lower Montague	B. Aitken	Dec. 22, 1909	25	3 41
Mount Stewart	B. Pigott	Jan. 17, 1910	25	24 42
McPherson's Cove	J. L. McPherson	Nov. 6, 1906	25	6 34
Murray Harbour North	B. Richards	Jan. 19, 1909	25	6 32
North Cardigan	R. J. Steele	May 1, 1901	25	39 83
Pownal	M. M. Haley	Oct. 13, 1896	25	44 32
St. Mary's Bay	G. H. Hicken	June 11, 1910	25	17 04
South Rustico	D. Gallant		25	9 60
Sturgeon Pier	N. Randall	Dec. 31, 1908	25	27 33
Tignish	A. J. Gaudet	Aug. 23, 1898	25	17 57
Vernon River	W. M. Forbes	Apr. 22, 1902	25	65 00
Wood Island	Jas. Young	Apr. 10, 1899	25	1 49
				1,159 51
Manitoba.				
Selkirk	E. Comber			570 03
				570 03
British Columbia.				
Comox, Harbour	G. H. Roe	Apr. 25, 1896	$200 per annum.	30 50
Ladysmith	T. D. Conway		25	14 28
Nanaimo Harbour	Jas. Knarston	Oct. 26, 1905	$500 per annum.	95 00
Sidney Harbour	C. C. Cochrane	Nov. 25, 1910	25	111 99
Vancouver Harbour	M. McLeod	Jan. 14, 1897	$600 per annum.	105 50
Victoria Harbour	C. E. Clarke	Nov. 3, 1894	$600 per annum.	45 00
				502 27

Recapitulation wharfage and harbour dues.	Revenue.
	$ cts.
Ontario	5,806 84
Montreal District	889 38
Quebec District	3,403 49
New Brunswick	3,778 74
Nova Scotia	5,710 89
Prince Edward Island	1,159 51
Manitoba	570 03
British Columbia	502 27
Grand Total	21,821 15

STATEMENT of Sick Mariners' Dues collected during the fiscal year ended March 31, 1911.

Nome of Port.	Amount.	Name of Port.	Amount.
PROVINCE OF QUEBEC.	$ cts.	PROVINCE OF NOVA SCOTIA—*Con.*	$ cts.
Gaspé	111 66	Parrsboro	468 99
Montreal	5,310 85	Pictou	90 11
Paspebeac	243 08	Port Hawkesbury	145 35
Percé	47 33	Port Hood	41 73
Quebec	6,461 43	Shelburne	25 46
Rimouski	194 75	Sydney	1,980 79
St. John's	1,454 23	Weymouth	202 60
Sorel	46 68	Windsor	958 64
Three Rivers	245 92	Yarmouth	416 57
Total	14,115 93	Total	15,551 83
PROVINCE OF NEW BRUNSWICK.		PROVINCE OF PRINCE EDWARD ISLAND.	
Bathurst	80 45	Charlottetown	291 12
Campbellton	286 76	Summerside	62 81
Chatham	894 08		
Dalhousie	450 83		
Fredericton	33 66		
Moncton	474 89	Total	353 93
Newcastle	193 04		
St. Andrews	50 94		
St. John	7,123 64	PROVINCE OF BRITISH COLUMBIA.	
St. Stephens	40 15		
Sackville	84 61	Nanaimo	5,113 07
		New Westminster	212 40
Total	9,713 05	Prince Rupert	335 63
		Vancouver	1,860 53
PROVINCE OF NOVA SCOTIA.		Victoria	8,311 04
Amherst	361 97		
Annapolis	261 37	Total	15,832 67
Arichat	11 32		
Baddeck	50 44		
Barrington	19 11	GRAND TOTALS BY PROVINCES.	
Canso	61 85		
Digby	105 78	Quebec	14,115 93
Glace Bay	5 43	New Brunswick	9,713 95
Halifax	8,843 10	Nova Scotia	15,551 83
Kentville	32 89	British Columbia	15,832 67
Liverpool	72 67	Prince Edward Island	353 93
Lockeport	5 87		
Lunenburg	471 65		
North Sydney	938 14	Grand total	55,567 41

STATEMENT of Steamboat Inspection Dues collected for the fiscal year ended March 31, 1911.

Name of Port.	Amount.	Name of Port.	Amount.
PROVINCE OF ONTARIO-	$ cts.	PROVINCE OF BRITISH COLUMBIA.	$ cts.
Sault Ste. Marie	45 68	Vancouver	576 72
Windsor	138 40	Victoria	262 86
	184 08		839 60
PROVINCE OF QUEBEC.			
Montreal	30 40	Ontario	184 08
Quebec	297 12	Quebec	327 52
	327 52	Nova Scotia	2,732 40
		British Columbia	839 60
PROVINCE OF NOVA SCOTIA.		Total	4,083 60
Halifax	2,222 88		
Kentville	419 12		
North Sydney	92 40	Engineers' Certificates	1,501 50
	2,732 40	Grand total	5,585 10

MARINE Register Fees.

Name of Port.	Amount.	Name of Port.	Amount.
PROVINCE OF ONTARIO.	$ cts.	PROVINCE OF BRITISH COLUMBIA.	$ cts.
Ottawa	1 00	Victoria	3 04
Total	1 00	Total	3 04
PROVINCE OF QUEBEC.		PROVINCE OF P. E. ISLAND.	
Montreal	3 95		
Paspebiac	45	Charlottetown	1 20
Quebec	9 04	Total	1 20
Total	13 43		
PROVINCE OF NEW BRUNSWICK.		DISTRICT OF YUKON.	
St. John	1 88		
		Dawson	50
Total	1 88	Total	50
PROVINCE OF NOVA SCOTIA.			
Arichat	20		
Halifax	2 80	TOTALS BY PROVINCES.	
Liverpool	1 30		
Lunenburg	3 20		
Shelburne	44	Ontario	1 00
Yarmouth	20	Quebec	13 43
		Newbrunswick	1 48
Total	8 14	Nova Scotia	8 14
		Manitoba	40
PROVINCE OF MANITOBA.		British Columbia	3 04
		Prince Edward Island	1 20
Winnipeg	40	Yukon District	50
Total	40	Grand total	29 59

STATEMENT of Receipts from the Lighthouse and Coast Service of Canada for the fiscal year ended March 31, 1911.

Name of Port.	Amount.
PROVINCE OF NOVA SCOTIA.	$ cts.
Halifax	613 00
Total	613 90

HARBOUR MASTERS.

TABLE showing the names of ports proclaimed under certain Dominion Acts, the provisions of which are found in the Canada Shipping Act, Chapter 113, Revised Statutes of Canada, 1906, for the appointment of harbour masters and date of their appointment, the amount which each of their salaries is not to exceed, the amount of fees collected by each of them during the calendar year ended December 31, 1910, and the overplus, if any, paid to the credit of the Receiver General.

PROVINCE OF ONTARIO.

Names of Ports.	Harbour Masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
Amherstburg	M. Barrett	Dec. 29, 1906.	16 00	200 00	
Bronté	Jas. Wilson	Oct. 26, 1905.	2 00	200 00	
Byng Inlet, North	Chas. Begin	Mar. 24, 1908.	4 00	200 00	
Collingwood	Wm. F. Toner	Dec. 1, 1908.	114 00	300 00	
Depot Harbour	Jno. O'Grady	Apr. 18, 1910.	7 00	200 00	
Fort William	Jas. McAllister	May 12, 1906.	339 50	600 00	
French River	E. Barron		17 00	200 00	
Goderich	Donald McKay	Apr. 21, 1908.	67 50	300 00	
Little Current	John T. May	July 19, 1906.	Nil.	200 00	
Meaford	S. McClain	July 18, 1902.	8 50	200 00	
Midland	John White	July 13, 1897.	57 50	300 00	
Owen Sound	W. T. Robertson	May 29, 1909.	159 50	200 00	
Oshawa	Wm. T. Henry	Aug. 10, 1904.	Nil.	300 00	
Parry Sound	Basil Taylor	April 27, 1909.	15 00	200 00	
Penetanguishene	Peter Light	May 7, 1906.	20 50	200 00	
Port Arthur	B. Guirard	May 21, 1897.	217 50	300 00	
Port McNicoll	Thomas Nothingham	May 1, 1911.	Nil.	200 00	
Port Stanley	P. E. Shepard	Jan. 15, 1898.	Nil.	200 00	
Rondeau	W. R. Fellows	Dec. 17, 1888.	26 50	100 00	
Southampton	W. H. Johnston	Oct. — 1882.	39 50	100 00	
Sarnia	Albert McAdam	May 3, 1886.	Nil.	300 00	
Trenton	Ross Cummings	Mar. 21, 1911.	Nil.	200 00	

PROVINCE OF QUEBEC.

Amherst, M. I.	Jno. Cassidy	Sept. 2, 1878.	Nil.	200 00	
Anse aux Gascons	J. Mourant	June 28, 1905.	Nil.	100 00	
Bersimis	L. Thibault	Dec. 13, 1905.	7 00	200 00	
Bonaventure	A. Bourque	June 5, 1905.	26 00	100 00	
Carleton	B. Leclerc	May 15, 1905.	Nil.	200 00	
Cape Cove	J. Scott	July 15, 1908.	Nil.	200 00	
Caplin	T. Bourdages	Mar. 20, 1907.	5 00	100 00	
Chicoutimi	A. Sturton	June 8, 1886.	Nil.	200 00	
Escoumains	C. J. Bélanger, jr	Oct. 27, 1906.		200 00	

TABLE showing the names of ports proclaimed under certain Dominion Act—*Con.*

PROVINCE OF QUEBEC—*Continued.*

Names of Ports.	Harbour Masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
Grand Entry	André Cyr	July 10, 1907.	3 50	200 00	
Grand River	G. Beaudin	April 8, 1900.	6 00	100 00	
Gaspé	F. G. Eden	April 3, 1889.	Nil.	500 00	
House Harbour	C. Lafrance	Dec. 10, 1896.	32 00	200 00	
Maria	Arthur Cyr	Mar. 29, 1905.	Nil.	100 00	
Matane	L. J. Lavasseur	Dec. 12, 1896.	76 00	200 00	
Malbaie	Patric Lawrence		15 00	200 00	
Metis	J. W. Ferguson	May 10, 1906.	Nil.	200 00	
New Carlislisle	J. Chisholme	April 22, 1902.	1 00	200 00	
New Richmond	F. X. Cormier	April 15, 1902.	23 00	200 00	
Nouvelle	J. Cassey	Jan. 3, 1903.	2 50	200 00	
Oak Bay	T. Harper	July 12, 1904.	30 00	200 00	
Paspebiac	W. L. Kempffer	Sept. 21, 1900.	29 50	150 00	
Percé	E. Donahue	Oct. 10, 1903.	7 50	100 00	
Port Daniel	B Langlois	Feb. 26, 1907.	13 50	200 00	
Rimouski	A. P. S. Laurent	May 31, 1896.	106 50	200 00	
Rivière du Loup	F. E. Gilbert	Oct. 5, 1902.	30 00	100 00	
St. Godfrey	J. Grenier	June 5, 1905.	5 00	100 00	
Montmagny	L. Dionne	Oct. 22, 1896.	37 50	200 00	
St. Johns	G. H. Farrer	Mar. 20, 1897.	Nil.	600 00	
Sorel	J. A. Proulx	June 6, 1901.	500 00	400 00	100 00
Sault au Mouton	C. E. Nolet	April 11, 1907.		200 00	
Trois Pistoles	E. T. Petitgrew	April 11, 1899.	Nil.	100 00	
Tadousac	A. Gingras	June 6, 1906.	Nil.	200 00	
Grand Manan	A. H. Cheney		6 00		

PROVINCE OF NEW BRUNSWICK.

Alma	G. W. Parson	Mar. 2, 1898.	38 00	100 00	
Back Bay	Harry W. Harrer		3 50		
Bathurst	Capt. M. Daly	Apr. 15, 1907.	47 50	200 00	
Black's & Beaver Harbour	E. W. Cross	Sept. 17, 1883.	16 50	100 00	
Buctouche	H. Hutcheson	Apr. 17, 1897.	8 00	100 00	
Campbellton	G. E. Asker		92 00	200 00	
Campobello	G. W. Lank	May 12, 1910.	5 00	100 00	
Cape Tormentine	M. S. Treene	May 13, 1901.	16 00	200 00	
Caraquet	G. A. Albert	Nov. 7, 1905.	6 00	150 00	
Chatham	A. J. Walls	July 13, 1898.	204 00	300 00	
Cocagne	J. T. Bourque	June 22, 1905.	Nil.	100 00	
Dalhousie	W. S. Smith	Mar. 19, 1888.	133 00	200 00	
Dorchester	Jas. Shea	Oct. 25, 1900.	72 00	200 00	
Fairhaven	A. Calder	July 30, 1901.	7 00	200 00	
Grand Harbour	T. Ingalls	Apr. 19, 1907.	6 50	100 00	
Gull Rock Channel	G. A. Johnson	Apr. 27, 1904.	Nil.	100 00	
Harvey	Wm. Wood	June 9, 1903.	41 00	100 00	
Heron Channel	D. Robertson	July 5, 1897.	25 00	200 00	
Hillsborough	J. O'Shaughnessy	Apr. 13, 1898.	34 91	150 00	
Hopewell Cape	J. H. Christopher	Apr. 13, 1898.	8 50	200 00	
Ledge of St. Stephen's	Wm. McBean	June 12, 1894.	Nil.	100 00	
Letete	H. W. Harris	Feb. 16, 1906.	Nil.	100 00	
Little Shippegan	J. Beaudin	Oct. 27, 1906.	Nil.	100 00	
Moncton	B. Toombs	Apr. 12, 1905.	17 00	200 00	
Musquash	G. McNulty	Sept. 28, 1896.	Nil.	100 00	
Newcastle	J. Russell	June 27, 1904.	Nil.	300 00	
North Head	G. E. Gaskill	Mar. 20, 1907.	9 50	100 00	
Port Elgin & Baie Verte	C. Trenholme	Apr. 30, 1907.	3 50	200 00	
Pokemouche	M. Landry		Nil.	100 00	
Richibucto	Jas. A. Jardine	May 11, 1874.	28 00	200 00	
Sackville	E. Chase	May 11, 1904.	7 50	200 00	
Seal Cove	J. W. Wooster	Apr. 19, 1907.	10 00	100 00	
St. Andrews	Capt. R. Keay	Feb. 16, 1909	29 00	100 00	
St. George	G. W. McKenzie	May 10, 1900.	33 50	100 00	
St. Stephen	Capt. A. McWhea		33 00		

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF NEW BRUNSWICK—*Continued.*

Names of Ports.	Harbour Masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
St. Martin & Quaco	J. R. McDonough	July 16, 1902.	61 50	100 00	
Shediac	Capt. J. Newman	Dec. 31, 1909.	39 00	300 00	
Shippegan	J. Degrace	Apr. 14, 1903.	13 50	100 00	
Tracadie	T. Savoy	Sept. 23, 1899.	9 00	100 00	
Waterside	H. T. Copp	Feb. 22, 1911.	Nil.	100 00	
West Isles	B. Simpson	May 27, 1901.	Nil.	200 00	
Whitehead	A. Cheney	Apr. 19, 1907.	Nil.	100 00	

PROVINCE OF NOVA SCOTIA.

Abbott's Harbour	F. D'Entremont	May, 23, 1901	2 00	200 00	
Advocate Harbour	H. D. Barnes	Feb. 22, 1911	Nil.	100 00	
Amherst	F. A. Gates	April 3, 1907	6 00	300 00	
Annapolis	J. Lindgren	July 7, 1898	52 00	200 00	
Apple River	B. Atkinson	Feb. 1, 1909	30 50	200 00	
Arichat	J. Langlois	May 22, 1909	19 00	200 00	
Baddeck	P. L. McFarlane	Mar. 6, 1909	Nil.	200 00	
Barrington	B. Kenny	July 6, 1893	25 00	200 00	
Bayfield	D. Sutton	May 22, 1910	Nil.	200 00	
Bay St. Lawrence	J. W. Fitzgerald	Dec. 22, 1910	Nil.	200 00	
Bear River	Wm. McFadden	Sept. 27, 1897	20 00	100 00	
Beaver Harbour	H. Hawbott	Sept. 22, 1888	2 00	100 00	
Big Harbour	D. J. McKenzie	April 18, 1908	Nil.	100 00	
Bridgewater	W. Oakes	Jan. 28, 1896	152 00	100 00	52 00
Big Bras d'Or	John A. Bain	Feb. 7, 1910	Nil.	200 00	
Cape Canso	Geo. Oliver	Feb. 14, 1905	84 00	150 00	
Big Pond	Michael McIsaac	Mar. 8, 1906		200 00	
Cape Negro	A. D. Perry		9 50	200 00	
Chester	B. C. Corkum	July 8, 1896	18 50	100 00	
Cheticamp	F. Aucoin	April 15, 1876	9 50	100 00	
Clarke's Harbour	J. G. Nickerson		66 00	200 00	
Clementsport	J. McCain	Oct. 18, 1898	7 50	150 00	
Crow Harbour					
D'Escousse	M. Martell	April 22, 1902	8 50	100 00	
Digby	H. Anderson	June 19, 1902	47 00	200 00	
East Bay	Donald McInnis	April 5, 188		100 00	
Fourchie	Enos Cann	May 25, 1910		100 00	
Freeport	L. Ring	Mar. 20, 1909	11 50		
Gabarouse	Capt. G. Harris,	Feb. 22, 1911	3 50	100 00	
Glasgow and Cape Breton Pier	A. McQuarrie	Oct. 30, 1880	26 00	300 00	16 50
Guysboro	A. M. Peart	Feb. 11, 1902	3 00	100 00	
Halifax	F. G. Rudolf	May 13, 1910	492 00	1,800 00	
Hantsport	Wm. McCulloch	Jan. 17, 1892	Nil.	300 00	
Ingonish N. Bay	A. McLean	April 21, 1910	5 00	200 00	
Ingonish S. Bay	J. Doucette	April 30, 1901	2 50	100 00	
Ingram River	E. Huntly	Jan. 19, 1907	28 50	100 00	
Internat'l Pier, Sydney	M. J. Neville	Oct. 30, 1880	316 50	300 00	16 50
Isaac's Harbour	F. D. Cook	June 19, 1900	21 50	100 00	
Jeddore	E. Baker	Dec. 3, 1903	16 50	100 00	
Jordan Bay	F. Thorburn	May 11, 1901	7 00	150 00	
Kelly Cove	J. Kenny	April 6, 1908	Nil.	100 00	
La Have	G. H. Zwicker	Feb. 25, 1875	40 00	300 00	
L'Ardoise, Upper and Lower	G. Burke	Aug. 29, 1884	4 50	100 00	
Lingan	Vacant				
Licomb	L. Wilson	Feb. 20, 1900	14 00	200 00	
Gillies Pt. East Little Bras d'Or	D. J. Campbell	April 17, 1899	Nil.	100 00	
Little Bras d'Or Lake	V. McLean	Sept. 23, 1907	Nil.	100 00	
Little Bras d'Or Harbour	J. M. LeBlanc	Oct. 9, 1909	2 00	200 00	
Little Glace Bay	E. F. Rigby	May 8, 1884	16 00	200 00	
Little Narrows	K. McLellan	Nov. 1, 1897	Nil.	100 00	
Liverpool	Capt. J. Ryan	Dec. 22, 1906	Nil.	200 00	

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TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Names of Ports.	Harbour Masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
Lockeport	G. J. Locke	April 2, 1906	Nil	100 00	
Louisburg	J. Townsend	May 1, 1899	299 50	150 00	
Lunenburg	J. Heckman	Oct. 1, 1909	173 50	150 00	23 50
Mabou	J. McInnes	July 11, 1900	50	100 00	
Mahone Bay	A. Hyson	Feb. 18, 1908	31 00	200 00	
McNair's Cove	R. McEachern	Mar. 8, 1875	Nil.	150 00	
McKinnon's Harbour	D. T. McNeil	Oct. 9, 1909	5 00	200 00	
Marble Mountain	D. McDonald	July 26, 1892	10 00	200 00	
Margaretsville	Capt. J. McGranaghan	May 29, 1906	1 00	100 00	
St. Margaret's Bay	H. C. Garrison	Dec. 14, 1901	7 00	100 00	
Margaree	Fred. P. Chiasson	Mar. 6, 1909	1 00	100 00	
Marie Joseph	Chas. Dixon	Feb. 2, 1907	150 00	100 00	
Merigomish	T. B. Olding	Mar. 11, 1910	Nil.	200 00	
Meteghan Harbour	Capt J. McLair	Nov. 17, 1906	14 50	100 00	
Meteghan River	Luke A. Comeau	June 1, 1897		100 00	
Musquodoboit	Thos. Williams	May 31, 1905	4 00	100 00	
New Haven	Hector A. McLeod	Aug. 17, 1889		100 00	
Neil's Harbour	R. Payne	July 15, 1905	3 00	100 00	
Noel	S. O'Brien	Oct. 26, 1905	11 50	200 00	
Northport	J. Davis	Dec. 21, 1902	13 00	100 00	
North West Cove	P. Bouthier	June 30, 1902	Nil.	200 00	
Parrsboro	R. T. Smith	Apr. 30, 1892	95 50	300 00	
Petit de Grat	S. Boudrot	June 5, 1895	8 50	200 00	
Pictou Harbour	Harbour Commissioners			300 00	
Petite Rivière Bridge	J. N. Parks	Apr. 27, 1888	1 00	100 00	
Port George	Vacant				
Port Greville	D. Graham	Apr. 27, 1909	27 50	200 00	
Port Hawkesbury	J. Lamey	June 2, 1909	103 50	200 00	
Port Hastings	G. L. McLean	Feb. 15, 1908	101 00	200 00	
Port Hood	J. H. Murphy	July 9, 1875	3 50	200 00	
Port Latour	Wm. Shields	Feb. 18, 1898	19 00	200 00	
Port Lorne	F. Beardsley	June 9, 1907	1 00	200 00	
Port Maitland	J. Ellis	Dec. 10, 1896	6 00	200 00	
Port Morien	H. McDonald	Mar. 3, 1879	12 50	400 00	
Port Mulgrave	J. A. McDonald	June 29, 1908	8 50	200 00	
Port Medway	J. Hopkins	Feb. 13, 1903	13 00	200 00	
Port Wade	Capt. J. McWhinnie	Oct. 14, 1907	56 00	200 00	
Pubnico	D. Q. Amereau	Sept. 27, 1882	41 50	100 00	
Pugwash	G. M. Allen	May 15, 1907	35 50	100 00	
River Port	F. J. C. Creaser	Jan. 8, 1901	40 00	100 00	
River Bourgeois	E. E. Bouchie	Apr. 9, 1886	4 00	100 00	
River Hebert	W. T. Theal	July 24, 1905	117 00	100 00	
River John	H. Campbell	June 1, 1891	Nil.	100 00	
St. Ann's Bay	G. E. Fader	Sept. 21, 1906	19 00	200 00	
St. Mary's River	Robert Quinn	June 21, 1909	14 00	200 00	
St. Peter's Harbour	P. McNeil	Sept 17, 1883	91 00	200 00	
St. Ann's Harbour	A. McLeod	Apr. 16, 1909	15 00	200 00	
Sambro	B. Smith	May 27, 1890	13 50	200 00	
Sheet Harbour	H. Hall	Apr. 11, 1898	Nil.	200 00	
Shelburne	J. C. Morrison	May 4, 1897	136 50	200 00	
Ship Harbour	H. Siteman	Feb. 22, 1911	2 50	100 00	
Spencer's Island	B. McLellan	May 22, 1899	6 00	100 00	
Tangier	C. A. Hitchey	Nov. 14, 1901	4 50	200 00	
Tenny Cape	D. Longard	Oct. 26, 1905	Nil.	200 00	
Tatamagouche	Wm. Reilly	June 1, 1900	1 50	200 00	
Tidnish	R. B. Davidson	Feb. 19, 1910	2 00	100 00	
Tiverton	J. Blackford	Apr. 3, 1900	4 00	100 00	
Torbay	I. Forgere	Aug. 25, 1903	12 00	200 00	
Tusket	Cyrille Doucette	Nov. 21, 1902	9 00	100 00	
Tusket Wedge	Capt. H. A. LeBlanc	Mar. 3, 1911	34 50	100 00	
Victoria Pier, South Bar	Ernest Richardson	Nov. 1, 1897		200 00	
Wallace	J. D. Patton	Feb. 14, 1896	1 00	100 00	
West Arichat	Capt. L. Forest	May 25, 1910	Nil.	100 00	
Walton	B. McCulloch	Oct. 25, 1905	37 50	200 00	
West Bay	D. Forbes	Dec. 22, 1910	Nil.	100 00	
West Port	G. Welch	Jan. 29, 1898	21 50	200 00	
Weymouth	S. McCormack		66 00		

TABLE showing the names of ports proclaimed under certain Dominion Acts—*Con.*

PROVINCE OF NOVA SCOTIA—*Concluded.*

Names of Ports.	Harbour Masters.	Date of appointment.	Amount collected.	Remuneration allowed.	Amount paid to Cr. R. G.
			$ cts.	$ cts.	$ cts.
Whitehead	L. Munroe	Feb. 8, 1909	33 00	200 00	
Whycocomagh	N. Matheson	July 6, 1909		100 00	
Wolfville	J. L. Franklin		6 50	100 00	
Wood's Harbour	J. Orechia	Feb. 19, 1892	22 50	200 00	
Yarmouth	Capt. G. L. Wetmore	Jan. 24, 1911	203 00	250 00	
Windsor	Wm. McCulloch		193 50	300 00	
Washabuck	V. McLean				

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton	J. Kinch	July 30, 1901	3 00	200 00	
Bay Fortune	J. A. Coffin	Apr. 29, 1875	Nil.	200 00	
Brudenell	J. A. Gordon	Oct. 26, 1905	Nil.	200 00	
Cardigan River	F. Gallant	Apr. 27, 1908	3 00	100 00	
Cove Head	M. Kielly	Apr. 23, 1904	Nil.	100 00	
Charlottetown and Hillsboro Harbour	J. White	May 6, 1909	114 00	400 00	
Crapaud	W. Myers	June 17, 1874	4 00	200 00	
Egmont Bay	G. Henry	Dec. 5, 1906	30	200 00	
Georgetown	J. Westaway		19 50	200 00	
Malpeque	J. Champion	Dec. 10, 1896	1 00	200 00	
Miminegash	P. Doucette	Jan. 21, 1908	3 00	100 00	
Montague Bridge	H. McPherson	May 5, 1904	5 00	200 00	
Murray Harbour	G. McLeod	Jan. 19, 1907	1 50	200 00	
Murray River	G. McLeod	Feb. 9, 1897	1 50	200 00	
New London	H. McLeod	July 6, 1910	3 00	200 00	
Pinette	J. D. McDonald	Oct. 22, 1903	2 50	100 00	
Port Hill	W. C. Brown	June 20, 1898	Nil.	200 00	
Pownal	M. Haley	Mar. 30, 1897		100 00	
St. Peter's Bay	G. Barry	May 3, 1901	Nil.	200 00	
Souris E. & W	J. Tiernay	May 15, 1905	28 50	200 00	
Summerside	J. Matheson	Feb. 8, 1907	33 00	200 00	
Tracadie (Grand)	J. McAulley	Apr. 18, 1910	Nil.	200 00	
Vernon River Bridge	J. Finlay	Oct. 9, 1884	2 00	200 00	
Wood Islands	J. Young	May 22, 1899	Nil.	100 00	

PROVINCE OF BRITISH COLUMBIA.

Chemainus	L. G. Hill		58 50	200 00	
Comox	G. H. Rowe		330 50	200 00	130 50
Ladysmith	W. Fraser	May 29, 1906	170 50	200 00	
Nanaimo and Departure Bay	J. Knartson	Oct. 26, 1905	595 00	500 00	95 00
New Westminster	W. B. Shiles	Feb. 15, 1908	163 50	400 00	
Snug Harbour	G. C. Tunstall, jr.	Apr. 18, 1910	3 00	200 00	
Vancouver	Capt. D. A. McInnes	June 22, 1909	705 50	600 00	105 50
Victoria & Esquimalt	C. E. Clarke	Nov. 3, 1894	645 00	600 00	45 00
Prince Rupert	T. H. Alicock		21 00		

RECAPITULATION.

Province.	Number of Ports.	Amount collected.	Amount paid to Cr. Re. G'l.
		$ cts.	$ cts.
Ontario	22	1,111 50	
Quebec	34	962 50	100 00
New Brunswick	42	1,058 41	
Nova Scotia	125	3,689 00	92 00
Prince Edward Island	24	224 80	
British Columbia	9	2,692 50	376 00
Totals	256	9,738 71	568 00

UNITED STATES fishing vessels to which licenses were issued under the Act entituled 'An Act respecting Fishing Vessels of the United States of America,' during the fiscal year ended March 31, 1911.

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Amount.
				$ cts.
Harry A. Nickerson	Gloucester, Mass	83	Lockeport	124 50
Olga	"	77	Shelburne	115 50
Hector G. Wells	"	66	"	99 00
Lottie E. Merchant	"	79	Liverpool	118 50
Gladiator	"	75	Shelburne	112 50
Ella N. Goodwin	"	86	Sand Point	129 00
Avalon	"	97	Liverpool	127 50
W. E. Morrissey	"	93	Shelburne	139 50
S. P. Willard	"	87	"	130 50
Georgie Campbell	"	78	"	117 00
Madonna	"	79	"	118 50
Priscilla Smith	"	89	"	135 50
Nooma	"	77	Pubnico	115 50
Hattie A. Heckman	"	72	"	108 00
John R. Bradley	"	80	Liverpool	120 00
Lillian	Boston, Mass	95	"	142 50
Elector	Gloucester	84	Lockeport	126 00
Mildred Robinson	Boston	86	Sand Point	129 00
Preceptor	Gloucester	89	North Sydney	133 50
Flirt	"	82	Shelburne	123 00
Blanche	"	78	"	117 00
Nivanda	"	76	Lockeport	114 00
Richards	"	90	Sand Point	135 00
Arethusa	"	107	North Sydney	160 50
Thos. S. Porter	"	92	Arichat	138 00
Jas. W. Parker	Boston	96	Canso	144 00
Lizzie M. Stanley	Gloucester	92	"	138 00
Mystery	"	78	"	117 00
Esperanto	"	91	"	136 50
Ingomar	"	104	Halifax	156 00
Onato	"	105	Pt. Mulgrave	157 50
Senator	"	74	Pt. Hawkesbury	111 00
Conqueror	"	104	Sand Point	156 00
Graling	"	87	"	130 50
Raynah	Boston	95	Shelburne	142 50
Ella M. Doughty	Portland	51	Lockeport	76 50
Mary F. Curtis	Gloucester	85	Sand Point	127 50
Corona	"	82	Canso	123 00
Ramona	"	58	Liverpool	87 00
Lizzie Maud	Boston	48	Yarmouth	72 00
Thomas A. Cromwell	"	89	Pubnico	133 50
Margie Turner	Portland	44	"	66 00
Etta Mildred	Gloucester	45	"	67 50
Monitor	"	100	Canso	150 00
J. W. Bradley	New Bedford	45	Sand Point	67 50
Romance	Gloucester	96	Canso	144 00
Natalie J. Nelson	Boston	78	Pubnico	117 00
Cavalier	Gloucester	96	Canso	144 00
John Hays Hammond	"	92	Pt. Mulgrave	138 00
Margaret	"	79	Canso	118 50
Atlanta	"	74	Pubnico	111 00
Elsie	Boston	98	Barrington	147 00
Kinco	Gloucester	83	Canso	124 50
Corsair	"	78	Pubnico	117 00
Senator Saulsberry	"	77	Yarmouth	115 50
Titania	"	77	Sand Point	115 50
Howard	"	76	Shelburne	114 00
Manhassetts	Boston	79	Pubnico	118 50
S. R. Lawson	Gloucester	85	"	127 50
Fannie A. Smith	Gloucester, Mass	87	House Harbour	130 50
Colonel	"	79	"	118 50
Jubilee	"	61	Barrington	91 50
Winnifred	"	60	Pubnico	90 00
Vanessa	Boston	84	Liverpool	126 90
Mary A. Gleison	Gloucester	65	Pubnico	97 50

UNITED STATES fishing vessels to which licenses were issued, &c.—*Concluded.*

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Amount.
				$ cts.
Muriel	Boston	83	Tusket Wedge	124 50
Independence II.	Gloucester	109	"	163 50
Cythia	"	102	Liverpool	147 00
Arabia	"	86	"	129 00
Arbutus	"	86	Pt. Hawkesbury	129 00
Morning Star	Boston	85	Lockeport	127 50
Paragon	Gloucester	80	Arichat	120 00
Wm. H. Rider	"	45	Sand Point	67 50
Townapowell	Boston	76	Yarmouth	114 00
Hope	"	54	Sand Point	81 00
Lena & Maud	Gloucester	75	"	112 50
T. M. Nicholson	Bucksport, Me	90	Louisburg	135 00
Governor Russell	Provincetown	129	Arichat	193 50
Mildred V. Newnan	Cape Porpoise	43	Liverpool	64 50
Virginia	Boston	73	Shelburne	109 50
Clintonia	Gloucester	105	Liverpool	157 50
Arcadia	"	90	Sand Point	135 00
Maggie	"	38	Souris	57 00
Almeida	"	67	Lockeport	100 50
Pythean	"	45	Lievrpool	67 50
Judique	"	89	North Sydney	133 50
Claudia	"	79	Sand Point	118 50
Lucunia	"	104	North Sydney	156 00
Catharine Burke	"	92	Sand Point	138 00
Movanam	Duxbury	82	North Sydney	123 00
Effie M. Prior	Gloucester	97	Pt. Hawkesbury	145 50
Hattie L. Trask	Pubnico	48	Pubnico	72 00
Oliver F. Kilham	Beverly	43	Yarmouth	64 50
Elmer E. Grey	Boston	84	North Sydney	126 00
Slade Gorton	Gloucester	88	Sydney	132 00
W. Matheson	Budsport	171	Louisburg	108 00
Selma	Boston	87	Shelburne, (N.E.)	130 50
Grace Darling	Beverly	47	Yarmouth	70 50
Geo. Parker	Gloucester	100	Canso	150 00
Teagar	"	61	Shelburne	91 50
Oliver F. Kilham	Beverly	43	Yarmouth	64 50
Grace Darling	"	47	"	70 50
Smuggler	Gloucester	91	"	136 50
Independence II	"	109	Canso	163 50
Roosevelt	"	90	North Sydney	135 00
Mystery	"	78	Yarmouth	117 00
Paragon	"	80	Halifax	120 00
Arkona	"	97	Liverpool	145 50
Selma	Boston	88	Halifax	132 00
Alice R. Lawson	Gloucester	85	Yarmouth	127 50
Luciada T. Rowell	"	77	"	115 50
Arcadia	"	90	"	135 00
Blanche	"	78	Shelburue	117 50
Premier	"	97	Yarmouth	145 50
J. J. Flaherty	"	124	"	186 00
Massachusetts	"	102	"	153 00
Hazel R. Hines	"	79	"	118 50
Senator Gardner	"	94	"	141 00
Georgia Campbell	"	78	Shelburne	117 00
Bohemia	"	86	Tusket	129 00
Mabel D. Hines	"	92	"	138 00
A. M. Parker	"	100	"	150 00
Senator	"	75	Halifax	112 50
Lottie G. Merchant	"	79	Tusket	118 50

APPENDIX

STATEMENT of expenditure by the Marine Department

—	1868.	1869.	1870.	1871.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of Lights—				
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District	23,053 56	25,762 54	21,669 49	22,453 52
Below Quebec	45,615 35	41,651 73	43,730 61	31,582 75
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island				
British Columbia				
Construction—				
Above Montreal	3,136 15		2,976 83	8,770 55
Quebec	7,323 75	7,492 59	1,543 06	
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick			11,555 91	8,735 73
Prince Edward Island				
British Columbia				
Dominion steamers—				
Quebec	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick				
Prince Edward Island				
British Columbia				
Examination of masters and mates			908 12	1,407 66
Hudson Bay expedition				
Investigation into wrecks			140 00	
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18
Marine Hospitals	1,070 86	15,615 71	15,652 62	15,728 93
Meteorological service	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian shipping				
Removal of obstructions			2,350 07	1,000 00
Rewards for saving life				
Signal service				
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay				
Water police, Montreal	27,445 35	10,238 71	9,323 31	8,030 00
" Quebec		12,633 59	9,038 62	9,379 73
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96
Steam communication—				
Between Quebec and Maritime Provinces				
Between Prince Edward Island and mainland				
Purchase of steamers to replace—				
Glendon				
Lady Head				
Winter mail service, Prince Edward Island				
Tidal observations				
Gratuities				
Survey, Burrard Inlet				
Export cattle trade				
	371,070 56	360,899 90	36,212 91	389,537 12

No. 7.

from Confederation to March 31, 1910.

1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57,609 16	61,036 47	60,798 75	71,937 18	68,344 18	65,421 00	73,175 11	74,587 78	65,518 61
22,369 00	31,143 14	20,939 13	15,000 00	12,999 48	15,998 00	15,996 00	14,917 95	16,523 88
41,936 00	65,645 00	102,056 09	110,362 00	98,792 93	89,980 41	96,904 00	93,178 61	96,703 87
67,806 24	100,953 80	114,711 91	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60
23,369 12	29,266 85	53,439 04	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82
.....	.....	3,357 71	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17
.....	13,207 09	18,519 50	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99
6,940 45	18,999 38	24,461 86	14,286 65	13,320 40	16,267 98	7,207 96	11,993 75	13,297 81
57,818 35	39,303 87	41,950 82	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75
34,760 12	90,181 79	51,867 94	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01
9,561 14	16,691 06	31,572 60	8,842 97	17,819 85	7,083 82	12,028 13	22,598 14	4,985 53
.....	.....	.....	.....	11,829 61	17,752 00	2,504 47	2,560 88	6,074 50
.....	.....	4,353 93	8,799 07	8,477 67	29 66	.....	.....	
47,500 00	51,758 05	64,490 00	79,043 70	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93
20,999 63	24,999 57	30,008 99	22 992 62	133,826 08	38,739 39	43,027 00	42,016 53	49,438 93
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	16,241 26	61,782 63	28,933 63	16,332 05	14,429 52
12,115 96	15,984 72	10,555 67	41,796 74	10,156 56	16,095 90	12,193 40	7,460 68	9,733 34
4,312 07	6,466 18	4,520 19	5,696 62	4,672 08	4,050 00	4,249 76	4,250 12	4,253 43
.....	.....	.....	.....	.....	.....	.....	.....	.....
874 00	1,068 89	2,313 31	366 00	466 41	342 65	500 00	1,691 00	676 73
21,000 00	21,000 00	20,456 45	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	12,991 23
53,536 16	27,159 43	45,986 87	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00
12,618 15	18,830 54	36,700 59	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51
.....	.....	272 30	1,096 46	412 06	842 14	1,435 10	239 26	257 75
.....	.....	.....	450 00	.....	203 00	462 00	305 86	825 00
2,284 32	1,975 13	4,931 78	3,552 86	2,292 20	1,958 55	4,071 00	2,533 10	2,263 15
.....	.....	1,000 00	.....	.....	.....	.....	.....	.....
8,500 00	13,266 00	10,291 68	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34
.....	.....	.....	.....	.....	.....	.....	.....	.....
10,000 00	14,453 87	12,370 86	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 08
10,348 00	18,200 00	26,526 66	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48
22,644 52	25,336 04	30,087 23	31,328 16	32,789 18	32,304 12	32,682 05	36,610 19	35,033 95
.....	.....	15,000 00	10,000 00	10,000 00	.....	.....	.....	
.....	.....	.....	.....	766 00	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
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.....	.....	.....	.....	.....	.....	.....	.....	
518,958 49	706,817 92	845,150 90	844,586 09	970,146 27	820,054 38	786,156 23	755,359 47	723,390 89

STATEMENT of expenditure by the Marine Department

—	1881.	1882.	1883.
	$ cts.	$ cts.	$ cts.
Maintenance of Lights—			
Above Montreal	65,541 21	71,048 50	70,116 68
Montreal district	14,326 36	21,643 05	22,260 32
Below Quebec	89,781 29	91,098 66	102,784 99
Nova Scotia	128,918 59	137,846 15	150,793 17
New Brunswick	63,921 90	66,073 00	75,946 92
Prince Edward Island	12,997 36	16,385 72	17,907 27
British Columbia	17,570 72	17,803 00	18,349 06
Cape Race			
Construction—			
Above Montreal	14,180 02	13,581 00	9,782 27
Quebec	7,539 76	3,731 31	9,672 55
Nova Scotia	7,757 52	13,355 00	9,422 70
New Brunswick	4,578 52	2,253 80	1,022 57
Prince Edward Island	8,150 06	3,092 00	1,934 49
British Columbia	8,655 39	3,237 90	1,005 26
King's Printer			
Dominion Steamers—			
Quebec	64,973 00	44,923 98	45,156 13
Nova Scotia	36,700 00	31,049 74	37,841 07
New Brunswick			
Prince Edward Island	15,139 95	23,911 97	19,680 00
British Columbia	11,788 09	8,504 61	25,484 00
Department			
Examination of masters and mates	3,888 41	3,981 00	4,021 20
Hudson's Bay Expedition			
Investigation into wrecks	310 48	863 19	873 64
Marine hospital, Quebec	19,964 33	19,938 12	19,990 53
Marine hospitals	32,218 94	33,162 45	29,888 78
Meteorological service	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping	607 43	2,013 28	168 84
Removal of obstruction	150 00	1,116 51	35 80
Reward for saving life	1,806 13	2,212 00	2,534 00
Signal service			3,365 33
Steamboat inspection	12,211 65	14,835 00	16,209 00
Hydrographic surveys			77 81
Water Police, Montreal	21,953 26	21,994 74	15,798 24
Water Police, Quebec	13,497 81	20,221 82	22,520 41
Civil Government	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces			
Between Prince Edward Island and mainland			
Repairs to wharfs			
Purchase of steamers to replace—			
Stanley			399 55
Glendon			
Lady Head			
Winter mail service, Prince Edward Island			
Tidal observations			
Gratuities			
Survey, Burrard inlet			
Export cattle trade			
Survey, Bay of Quinté			
Relief of distressed Canadians			
Manning ships			
Widow of late A. Warren			
McDonald Bros			
Parlimentary returns			
Investigating effect of Chicago drainage canal			
John McDonald			
Longitude, Montreal			
Marine biological station			
	761,730 62	774,831 53	825,010 82

from Confederation to March 31, 1910—*Continued.*

1884.	1885	1886.	1887.	1888.	1889.	1890.	1891.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
70,788 27	70,697 89	85,713 98	75,690 74	85,588 70	72,721 23	84,035 65	93,180 72
22,946 43	23,262 94	33,289 28	16,735 49	17,510 17	12,285 79	118,750 70	122,741 89
101,302 35	118,856 94	131,095 29	131,540 80	108,278 67	112,690 20		
142,909 72	137,439 40	143,153 24	117,708 53	133,009 92	140,197 15	139,459 56	139,916 83
86,670 76	92,130 28	76,046 63	96,425 28	73,465 49	78,285 79	61,608 91	61,089 31
19,059 92	20,218 83	22,282 52	17,852 13	14,796 62	19,118 51	16,968 80	19,000 46
18,107 54	15,497 76	15,783 75	16,230 43	19,604 63	16,877 12	16,411 49	19,595 22
.....	.....	....	4,453 25	5,124 20	7,358 01	....	
18,432 63	27,977 42	36,678 16	18,383 20	6,341 97	8,623 76		9,796 28
3,168 48	4,354 87	5,877 84	1,260 00	2,287 86	12,203 06		3,723 14
12,489 35	4,352 42	5,905 17	5,330 89	5,533 43	6,039 91		4,596 94
2,868 70	7,667 42	2,421 66	5,280 75	1,542 61	2,966 36	23,863 09	208 16
2,158 60	879 40	.....	384 60	.....	.....		410 00
2,830 38	5,223 11	4,942 70	321 84	5,918 00	1,890 00		14,417 25
....	.....	....	26 58	....	40 14		
43,019 13	51,092 98	51,485 03	50,714 52				
27,726 60	42,921 27	30,283 27	32,287 10				
.....	.....	24,633 26	14,337 23				
19,539 52	33,962 54	20,927 58	19,987 67	150,659 19	126,629 33	114,956 20	111,437 03
16,111 83	12,485 07	13,430 69	10,809 07				
.. ..	.....	.....	13,288 83				
5,580 79	6,656 44	5,239 28	4,858 98	5,063 96	4,381 04	4,177 83	4,255 24
480 69	71,374 69	35,217 10	14,762 61	165 00	.....	.....	
830 12	385 15	592 63	520 14	513 91	516 67	888 94	1,172 77
19,990 34	19,996 68	16,047 95	19,706 96	18,777 62	18,643 14	10,279 08	751 75
31,401 30	45,371 29	32,229 02	32,545 35	30,667 67	33,089 20	31,450 03	33,303 37
56,418 16	56,625 40	56,898 33	57,140 74	59,986 10	58,577 07	58,452 10	62,457 10
189 27	237 88	157 13	233 13	897 02	179 21	647 52	1,207 07
342 76	2,259 21	1,237 34	4,190 83	2,500 94	3,603 65	5,737 26	3,633 65
2,614 91	5,221 15	8,147 22	7,363 94	6,825 48	5,503 44	8,150 92	4,952 20
6,704 17	3,881 05	4,622 00	5,082 17	4,441 59	5,092 54	4,976 80	4,700 79
21,893 28	23,235 04	21,775 57	22,847 57	21,430 45	22,213 03	20,989 52	22,183 76
26,745 54	20,454 68	17,759 36	21,592 55	19,424 14	17,808 46	17,969 23	17,677 51
19,021 93	17,683 59	20,933 75	17,413 47	18,725 95	16,948 82	13,164 00	573 80
22,958 79	20,399 38	22,922 82	22,935 65	18,553 57	14,698 68	8,620 61	7,279 85
38,775 00	29,900 83	30,453 57	37,193 62	32,728 78	43,501 96	42,835 78	42,253 67
.....	.....	.....	.....	.....	.....	....	
.....	....	.....	.....	....	133,505 60	....	
.....	.....	....	.....	....	.....	.....	
56,164 71	47,228 03	.....	.....	.....	....	....	
.....	.....	.....	.....	.....	.....	.....	
.....	.....	5,985 42	6,312 93	.....	.....	.....	
.....	.....	.....	.....	7,740 25	1,842 47	2,752 67	7,012 70
. .. .	... .	....	.....	.. ..	.....	244 75	1,888 71
.....	....	. .....	.. ..	.....	200 00	80 00	1,025 00
.....	. ...	.....	.....	....	....	... .	1,690 12
.....	.....	.....	.....	... ...	....	.....	520 85
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927 241 61	1,129,901 14	980,129 59	917,557 31	883,250 85	1,023,801 34	807,417 53	885,410 11

STATEMENT of expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—						
Above Montreal	87,033 61	87,598 15	78,090 69	82,541 16	82,256 28	80,961 06
Montreal District						
Below Québec	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66	126,186 00
Nova Scotia	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19
New Brunswick	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64	56,871 02
Prince Edward Island	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	16,429 23
British Columbia	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52
General account						
Construction—						
Above Montreal	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84	9,527 94
Quebec	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26
Nova Scotia	1,965 16	4,381 24	3,104 77	4,737 03	1,842 94	61 71
New Brunswick	1,845 35	1,271 15	115 45	1,597 80	200 00	1 60
Prince Edward Island	1 56	2,958 61	1,604 00			452 90
British Columbia	9,478 81		6,356 43	180 83	225 50	569 99
Lake St. Peter						
New Dredge						
Dominion Steamers— Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11
Naval Schools						
Examinations of masters and mates	6,363 88	4,116 99	3,745 33	2,757 29	4,062 82	3,536 29
Hudson's Bay expedition						19,091 32
Investigation into wrecks	603 21	643 49	850 81	351 15	483 98	565 25
Lighthouse depot, Georgian Bay						
Marine Hospitals	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71
Meteorological service	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71
Registration of Canadian shipping	462 59	1,476 19	394 00	207 40	517 60	531 55
Removal of obstructions	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86
Rewards for saving life	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19
Signal service	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12
Steamboat inspection	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83
Hydrographic surveys	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99
Ship channel	6,161 60	5,436 23				
Civil Government	43,195 31	56,477 23	54,988 88	71,373 82		74,801 37
Repairs to wharfs		84 90	1,007 67	824 38	2,644 69	1,795 56
Purchase of steamer *Minto*						
Winter mail service, P.E.I.	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05
Tidal observations	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 20
Gratuities			3,261 32			
Survey, Burrard Inlet	2,580 45					
Export cattle trade	1,411 57	1,711 73	1,350 83	2,268 74	2,887 24	
Survey, Bay of Quinté		2,085 45				
Relief of distressed Canadians				7 30		
Parliamentary returns					291 08	
Investigation effect Chicago grain canal					2,500 00	
John MacDonald					200 00	
Unforeseen expenses						
Marine biological station						
New life-saving station, Long Point						
Salaries, temporary clerks						
Steamer to replace *Bayfield*						
Observatory, Sulphur Mtn.						
Charles Morrison						
Montreal Pilotage Commissioners						
Montreal wireless telegraphy						

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from Confederation to March 31, 1910—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38
.....	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74
116,279 88	.....	.....	.....	.....	.....	.....	.....
126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27
67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44
18,112 93	20,569 81	42,878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32
26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59
.....	.....	.....	.....	46 75	.....	.....	.....
6,867 69	3,729 62	7,094 64	12,499 99				
3,649 90	37,838 80	40,319 03	17,060 13				
4,067 99	3,123 16	4,884 22	12,832 69	158,714 09	399,487 73	540,675 07	1,447,202 77
1,423 34	91 49	.....	266 34				
1,409 60	616 96	5,586 91	922 00				
6,414 19	19,305 60	.....	4,160 74				
.....	.....	.....	660 03	.....	.....	.....	93,938 90
.....	.....	.....	.....	.....	.....	.....	10,745 36
117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	475,907 20
.....	.....	.....	.....	.....	.....	6,106 54	3,123 24
3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17	5,884 74
27,050 66	.....	.....	.....	.....	.....	178,638 94	236,469 00
312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28	5,111 34
.....	.....	.....	.....	.....	.....	.....	12,000 00
38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56
64,135 71	73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21
818 33	966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14
704 17	745 49	252 19	1,000 00	1,325 25	682 98	752 60	9,521 68
5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91
4,993 88	6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44
26,342 29	28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75
15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98
.....	.....	.....	.....	.....	.....	.....	511,171 41
74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31
1,618 97	.....	697 87	1,261 06	2,824 28	1,721 91	1,300 89	1,599 61
.....	144,365 29	41,951 88	.....	.....	.....	.....	.....
9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74
3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24
.....	.....	.....	.....	136 85	1,050 00	1,210 00	2,340 00
.....	.....	.....	.....	.....	.....	.....	.....
2,499 80	2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	133 32	.....	95 10	.....	269 20
.....	.....	.....	1,659 14	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 18
.....	5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69
.....	.....	.....	.....	1,780 52	.....	.....	.....
.....	.....	.....	.....	2,967 35	6,945 96	11,448 10	15,881 35
.....	.....	.....	.....	50,000 00	.....	.....	.....
.....	.....	.....	.....	55 00	3,167 62	.....	.....
.....	.....	.....	.....	223 00	.....	.....	.....
.....	.....	.....	.....	3,691 69	.....	.....	.....
.....	.....	.....	.....	.....	1,745 23	2,050 00	10,776 51

STATEMENT of expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Purchase land for wharf at Halifax, N.S.						
Purchase land for wharf at Charlottetown, P.E.I.						
Schools for navigation						
Naval Militia						
Cattle inspection						
Wrecking plant						
Ice breaking steamers						
S. Shaw						
Salaries, light keepers						
Agencies, rents, &c						
Maintenance and repairs						
Repairs to lighships						
Construction and apparatus						
	861,426 80	898,720 03	905,654 34	895,828 28	793,634 49	867.772 90

from Confederation to March 31, 1910— *Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	.....	.....	....	.....	3,528 25	18,847 31	40,785 10
... .	.....	.....	... .	....	. . ..	15,119 11	....
....	.....	....	.....	.....	....	13,000 00	.....
....	.....	.....	....	.. ..	....	5,036 29	.....
.....	. . . .	.....	....	....	.....	9,135 87	....
.....	....	.....	....	.....	....	3,335 52	... .
....	.....	....	. . . .	....	....	25,000 00	....
....	....	.....	... .	....	.....	164,414 93	... .
.....	.....	....	.....	....	.....	39 33	....
.. ..	.....	.....	....	....	.....	242,403 64	....
....	....	.....	.....	.....	.....	29,739 50	....
.....	.....	.....	.....	....	....	531,920 43	.....
.....	.....	.....	.....	. .....	.....	23,560 00	....
... .	.....	.....	... .	.. ..	....	1,605,7.8 59	.....
856,192 50	1,102,601 90	982,561 97	1,029,925 32	1,501,618 88	1,671,494 77	2,150,940 31	4,747,722 81

STATEMENT of expenditure by Marine Department from Confederation to March 31, 1910—*Continued.*

	1906.
	$ cts.
Dominion steamers—	
Quebec Nova Scotia New Brunswick Prince Edward Island Britis Columbia	587,885 89
Examination of masters and mates	7,068 15
Hudson's Bay expedition	132,707 52
Investigation into wrecks	7,476 07
Marine hospital	50,120 42
Meteorological service	99,719 52
Registration of Canadian shipping	1,800 00
Removal of obstructions	4,967 15
Rewards for saving life	11,991 43
Signal service	8,194 39
Steamboat inspection	37,590 22
Hydrographic surveys	120,359 63
Ship channel	587,975 51
Repairs to wharfs	2,960 47
Winter mail service, Prince Edward Island	16,680 58
Total observations	28,047 27
Unforeseen expenses	3,765 17
Marine biological station	2,914 03
Salaries temporary clerks	19,947 01
Purchase land for wharf at Halifax, N.S.	88,032 87
Schools for navigation	5,636 29
Naval Militia	9,135 87
Cattle inspection	3,335 52
Wrecking plant	25,000 00
Ice-breaking steamers	161,414 93
S. Shaw	39 23
Salaries lightkeepers	242,403 64
Agencies rents, &c.	29,739 50
Maintenance and repairs	531,920 43
Repairs to lightships	33,560 00
Construction and apparatus	1,605,778 59
Submarine signal apparatus	50,547 60
Administration of pilotage	12,066 42
Parry Sound Buoy Dept	11,711 17
Compensation *re* explosion of gas buoys	38,686 49
Water system, Partridge Island	2,957 37
Observatory, Toronto	2,872 96
" Montreal	500 00
Hydrographic steamer, *Atlantic Coast*	45,500 00
" " *Pacific Coast*	370 01
New dredge No. 15	150,001 32
" *Galveston*	159,847 89
Shipwrecked and distressed seamen	598 81
Parliamentary returns	483 11
Gratuities	616 66
Civil Government, salaries	88,453 31
" " contingencies	19,606 45
	5,066,252 66

STATEMENT of expenditure by Marine Department from Confederation to March 31, 1910—*Continued.*

Services.	Amount.	Total 1907.
	$ cts.	$ cts.
Ocean and River—		
Dominion steamers	447,139 03	
Examination of masters and mates	5,934 16	
Rewards for saving life—life boats, &c	9,015 89	
Investigation into wrecks	8,662 16	
Schools for navigation	4,891 69	
Registration of Canadian shipping	1,506 53	
Removal of obstructions in navigable waters	7,377 20	
Tidal service	19,214 69	
Marine biological stations	11,998 01	
Cattle inspection	1,537 04	
Wrecking plant	2,143 80	
Wrecking plant	15,000 00	
Hudson's Bay experience	33,871 95	
" " patrol box	29,977 91	
Ice-breaking steamer, *Lady Grey*	6,293 51	
Quebec Coal Company's claim	1,000 00	
Arresting two sailors of the *Hector*	148 75	
H M. Stewart, clothing destroyed by fire	171 00	
Unforeseen expenses	3,218 62	
		669,777 04
Lighthouse and coast—		
Salaries and allowances of lightkeeper	197,235 03	
Agencies, rents and contingencies	22,089 58	
Maintenance and repairs to lighthouse	499,507 86	
Contracts of lighthouse and apparatus	1,159,906 40	
Breaking ice in Thunder Bay	21,303 85	
Signal service	6,359 68	
Marconi stations	53,532 19	
Pilotage	21,490 73	
Repairs to wharfs	1,747 15	
Salaries, temporary clerks	14,477 16	
Georgian Bay and Parry Sound buoys	4,590 43	
		2,002,727 06
Scientific institutions and hydrographic surveys—		
Observatory, Toronto	2,313 67	
" Kingston	375 00	
" Montreal	375 00	
Meteorological service	75,163 20	
Hydrographic survey	84,435 32	
		161,662 19
Dredge No. 15		150,000 00
Cap à la Roche		1,347 87
Galveston		50,089 77
Shipman		419,398 19
Compensation to L. O'Brien		2,200 00
Marine hospital	37,362 11	
Shipwrecked and distressed seamen	703 56	
		38,156 67
Steamboat inspection		32,459 55
Returns for Parliament	634 36	
K. Falconer, reorganizing system of bookkeeping	35,000 00	
		25,634 36
Civil Government, salaries	68,395 81	
" " contingencies	14,782 31	
		83,178 12
Total, Marine Branch		3,637,599 87
" Fisheries		534,669 90
Fishing bounty		159,015 75
		4,331,255 47

STATEMENT of expenditure by Marine Department from Confederation to March 31, 1910—*Continued.*

	Amount.	Total, 1908.
	$ cts.	$ cts.
Ocean and River Service—		
Dominion steamers and ice-breakers	669,428 59	
Examination of masters and mates	11,508 31	
Rewards for saving life	31,642 41	
Investigations into wrecks	6,543 08	
Schools of navigation	7,378 07	
Registration of shipping	1,982 70	
Removal of obstructions	26,009 59	
Tidal service	30,077 40	
Winter mail service	11,019 79	
Cattle inspection	3,503 90	
Wrecking plants	30,000 00	
Unforeseen expenses	1,301 61	
Naval militia	9,078 17	
Patrolling waters in northern portion of Canada	34,796 49	
New ice-breaking steamer	5,974 61	
Returns to Parliament		
		881,054 56
Public Works—Chargeable to Capital—		
Ship channel	761,916 84	
Permanent piers in Lake St. Peter, &c.	116,663 87	
Dredging, Cap à la Roche	75,000 00	
Dredge, *Beauceu*	100,000 00	
Spur line, Sorel shipyard	8,815 05	
Montreal and Quebec Signal Service	12,232 15	
		1,074,027 91
Lighthouse and Coast Service—		
Agencies, rents and contingencies	29,359 26	
Salaries and allowance to lightkeepers	285,050 14	
Maintenance and repairs to lighthouses	689,319 86	
Parry Sound buoy depot	41,983 93	
Construction of lighthouses, &c	715,572 91	
Construction of apparatus	801,626 83	
Wireless stations	114,986 60	
Signal service	79,350 28	
Administration of pilotage	31,087 22	
Maintenance and repairs to wharfs, &c.	1,456 86	
Maintenance and upkeep of dock yards	30,656 22	
Breaking ice, Lake Superior, &c.	37,053 32	
Salaries of temporary clerks, &c.	16,728 99	
Telephone reporting stations below Montreal	7,820 68	
Steamer for the Great Lakes		
Service of expert accountants	13,066 34	
Charter of steamer, Lime Kiln Crossing	6,650 00	
Keeping lights on 'Castle' and 'Arminia'	3,680 00	
		2,835,459 44
Scientific Institutions and Hydrographic Surveys—		
Meteorological service	122,572 86	
Magnetic observatory	2,918 20	
Montreal observatory	500 00	
Kingston observatory	500 00	
Hydrographic surveys	115,631 31	
Hydrographic survey steamer for B.C	107,250 00	
		340,373 37
Marine hospital	59,957 92	
Shipwrecked and distressed seamen	342 25	
Marine hospital at Yarmouth, N.S	7,285 00	
		67,585 17
Steamboat inspection	42,210 43	
Fisheries—		800,081 73
Civil Government Salaries, Marine and Fisheries	103,916 53	
Contingencies of Marine and Fisheries	21,146 77	
		125,063 30
Total expenditure Marine and Fisheries		6,174,855 91
1908 fishing bounty		156,114 50

STATEMENT of expenditure for the year 1910—*Concluded.*

Service.	Vote.	Total, 1909. Expenditure.	Balance.
	$ cts.	$ cts.	$ cts.
Scientific institutions and hydrographic surveys—			
Meteorological Service	127,300 00	121,657 10	5,642 90
Magnetic observatory	3,200 00	1,674 79	1,525 21
Montreal observatory	500 00	500 00	
Kingston observatory	500 00	500 00	
Hydrographic surveys	170,0 0 00	120,239 77	49,760 23
Hydrographic survey steamer to replace *Da Canadienne.*	150,000 00	149,999 99	01
	451,500 00	394,571 65	56,928 35
Marine hospitals—			
Care of sick seamen and repairs to hospitals	70,000 00	63,709 16	6,290 84
Shipwrecked and distressed seamen	3,000 00	2,640 10	350 96
	73,000 00	66,349 26	6,650 74
Steamboat inspection	53,300 00	40,782 77	12,517 23
Fisheries—			
Salaries and disbursements of Fishery officers	195,780 00	173,271 52	22,508 48
Services of K. W. McKenzie as special guardian	125 00	125 00	
Fish breeding	322,300 00	180,345 65	141,954 35
Services of W. S. Young in 1908	100 00	100 00	
Services of W. S. Young in 1909	100 00	100 00	
Fisheries protection service	304,200 00	295,443 47	8,756 53
Oyster culture	6,000 00	4,234 48	1,765 52
Cold storage	40,000 00	14,504 98	25,495 02
Dog fish reduction works	50,000 00	33,593 20	16,406 80
Souris fish curing establishments	12,000 00	724 74	13,004 12
Proceeds of sale reverting to vote	1,728 86		
Canadian Fisheries exhibits	16,000 00	3,228 51	12,771 49
Distributing of fish bounty	5,000 00	5,045 56	554 44
Building fishways	10,000 00	3,992 26	6,007 75
Legal and incidental expenses	4,000 00	1,412 28	2,587 72
Georgian Bay laboratory	1,500 09	1,426 87	73 13
F. P. S. Cruiser for Pacific Coast	220,500 00	218,585 60	1,914 40
Marine biological stations	15,000 00	12,059 92	2,040 08
Transportation of fresh fish	45,000 00	38,263 16	6,736 84
Fishery commissions	15,000 00	6,733 74	8,266 26
International Fishery commission	10,000 00	1,094 67	8,905 33
Expenses, inquiries into Prov'l rights *re* fisheries	10,000 00		10,000 00
Service of customs officers issuing licenses to United States Fishing vessels	700 00	528 22	171 78
Services of officers *re* Fisheries Intelligence bureau	500 00	370 26	129 74
	1,286,133 86	906,084 08	290,049 78
Recapitulation—			
Ocean and river service	1,035,000 00	803,921 09	231,078 91
Public works chargeable to capital	1,200,000 00	1,011,957 88	188,042 12
Lighthouse and coast service	2,372,172 74	2,127,943 61	244,229 13
Scientific institutions and hydrographic surveys	451,500 00	394,571 65	56,928 35
Marine hospitals	73,000 00	66,349 26	6,650 74
Steamboat inspection	53,300 00	40,782 77	12,517 23
Fisheries	1,286,133 86	996,048 08	290,049 78
Civil government salaries	236,390 00	220,611 23	15,778 77
Contingencies	27,000 00	26,633 36	366 64
	6,734,490 60	5,688,854 93	1,045,047 67

See expenditure for 1910-11 in Appendix No. 5.

APPENDIX No. 8.

METEOROLOGICAL SERVICE.

TORONTO, July 21, 1911.

SIR,—I have the honour to submit the fortieth annual report of the Meteorological Service, this report being for the fiscal year ended March 31, 1911, with appendices A and B, reports of the observatories at St. John, N.B. and Quebec.

The number of persons in receipt of pay from the Meteorological Service, for various duties performed in connection therewith has been 251. Of this number 25 have been employed in the central office and these together with a few at outside stations devote their whole time to the work of the service, others are occupied in observing during only a portion of each day and others again are employed only to attend to the display of storm signals when notified.

Since the issue of the last report the following stations have been opened:

BRITISH COLUMBIA.

Class II	Chilliwack	J. H. Chapman.
	Canoe Point	Harrison and Berry.
	Stewart	W. H. Marston.
	Boswell	R. T. Hickes.
III	Alkali Lake	C. E. Johnson.
	Swift River dam	John Likely.
	Bear Creek	William McCallum.

ALBERTA.

Class II	Loveland	Otto Richter.
	Blairmore	R. W. Coulthard.
	Endiang	H. Wehner.
	Wells Siding	C. L. Bartlett.
	Tyrol	J. A. McCartney.
III	Loch Sloy	Hugh MacFarlane.
	Elkwater	G. H. Sinibut.
	Brooks	J. Wilde.
	Campsie	W. Wallace.
	Tilley	P. Marchin.
	Raymond	
	Milk River	
	Lyndon	W. A. Lyndon.
	Caldwell	Miss Polly Christiansen.
	Minda	Sidney Hooper.
	Lineham	Vine Bros.
	Maycroft	A. C. Raper.
	Seven Persons	H. H. Foster.
	Playle Creek	A. H. Playle.

SASKATCHEWAN.

Class II	Big River	J. C. McLeod.
	Larchmont	Wm. S. Simpson.
	Rathmullen	C. G. Annable.
	Strassburg	E. S. Agnew.
	Oliver	J. Saunderson.
	Heart's Hills	K. R. Sterzer.
	Maple Creek (2)	E. G. Walker.
	Maple Creek	Wilfrid Jones.
	Brownlee	W. Macpherson.
	Kindersley	J. J. Smithson.
	Rosthern	Experimental Farm.
	File Hills	Miss J. Cunningham.
	Stanley Mission	Rev. James Brown.
III	Kelvinhurst	Isaac Stirling.
	Battle Creek	M. D. Maclean.
	Gull Lake	T. F. Thompson.
	Carmichael	W. R. Holding.
	Fort Walsh	W. Anderson.
	Forks	K. Sinclair.

KEEWATIN.

Class I The Pas.. .. .. Gideon Halcrow, Sr.
Split Lake.. .. .. Rev. C. G. Fox.

MANITOBA.

Class II Aitkensville.. .. .. Wm. Aitken.
Ninga.. .. .. H. Cawley.
Dauphin.. .. .. A. Malcolm.

ONTARIO.

Class I Cochrane.. .. .. W. McD. Douglas.
II Collingwood.. .. .. J. F. Metcalf.
Montreal River.. .. .. A. R. Webster.
St. Catharines.. .. .. J. Watson.
Porcupine.. .. .. C. M. White.

QUEBEC.

Class II Shawbridge.. .. .. G. W. O. Mathews.
Chicoutimi.. .. .. H. B. Powell.
III Temiskaming.. .. .. Construction Staff.
Quinze Dam.. .. .. S. B. Hull.

NOVA SCOTIA.

Class I Wolfville.. .. .. Prof. W. A. Coit.
II Antigonish.. .. .. A. G. Macdonald.

PRINCE EDWARD ISLAND.

Class II Charlottetown.. .. .. Experimental Farm.

NEWFOUNDLAND.

Class I Fogo.. .. .. A. Stone.

There are now in the Dominion, Newfoundland and Bermuda, 469 stations from which either daily, weekly or monthly meteorological reports are received. At the majority of these stations the observing is performed voluntarily and much of our knowledge of the climatology of Canada is due to the work of zealous observers who give their time and assistance to the cause of science without remuneration. The stations reporting by telegraph to the central office for the purposes of the weather map have during the year been increased by the addition of Triangle island, B.C., the Pas, Keewatin, Cochrane, Ont. and Fogo, Newfoundland and observing stations at Vancouver and Prince Rupert have been substituted for New Westminster and Fort Simpson. The storm signal display stations now number 99, including two new stations at Margaree harbour and Petite de Grat and at some seven other ports signal masts are in course of construction.

INSPECTION OF STATIONS.

During the year many of the stations were inspected by officials from the central Ingonish, Neil's Harbour, Dingwall, Bay St. Lawrence, L'Ardoise, N.S., were necessary repairs, also certain localities visited to ascertain the necessity for the extension of the service in those districts.

Cranberry Head, Little Bras D'Or, New Campbellton, Breton Cove, North Ingonish, Neil's Harbour, Dingwall, Bay St. Lawrence, L'Ardoise, N.S., were inspected by Mr. B. C. Webber, this visit leading to the establishment of storm signal display stations at all of these ports. Mr. Webber also inspected Southampton, Grimsby, Stonecliffe, Renfrew, Prince Rupert, Victoria, Vancouver, Banff, Calgary, Edmonton, Battleford, Prince Albert, Swift Current, Qu'Appelle and Winnipeg.

The Pas, Keewatin and Cochrane, Ont., were opened as telegraph reporting stations, the equipment being installed and observers instructed by Mr. W. D. Allan, who also instructed the new observer at Medicine Hat, and inspected the stations at Sault Ste.

Marie, Port Arthur, Fort William, Kenora, Winnipeg, Swan river, Dauphin, Pipestone, Virden, Brandon, White River, Englehart, Collingwood and Moosejaw.

The stations on the McKenzie river were inspected by Mr. W. E. W. Jackson, who visited Forts McMurray, Chipewyan, Smith, Resolution, Simpson, Norman, Good Hope, McPherson, Rae and Hay River.

Mr. F. O'Donnell inspected the stations at Oakville, South West Anticosti, Point Riche, Point Amour, Cape Norman, Belle Isle, Bird Rocks, Natashquan, Esquimaux Point, Cape Whittle, Magpie and Sheldrake.

Collingwood, Woodford, Owen Sound, Goderich, Bayfield, Stratford, Brantford, Paris, Burlington, Port Dover and Port Dalhousie were inspected by Mr. A. J. Connor.

Mr. E. Baynes Reed visited Yale, Lytton, Barkerville, Kamloops, Tranquille, and Spences Bridge and the new telegraph reporting station at Triangle island was equipped, and the observer instructed by Mr. F. Napier Denison.

Mr. D. L. Hutchinson visited Wolfville.

York Factory, Fort Churchill and Norway House were visited by Mr. Charles Savary while he was in the north and a report was made on the conditions of the stations.

In September the director attended a meeting of the International Meteorological Committee and of the International Committee of Research in terrestrial magnetism of which committees he is a member. Many questions relative to co-operation in meteorological work were discussed and arrangements were made for bringing into use a system of International storm signals.

THE CENTRAL OFFICE.

The new central meteorological office in Toronto is proving admirably adapted for the requirements of the service and the several branches of research work, now possible with the ample accommodation provided, can be carried on with every facility.

A strong effort is being made to bring the Annual Climatological Report more nearly up to date, the last issued is that for 1907, in two parts, containing 748 pages, the volume for 1908 is with the printer and the manuscript for 1909 is ready for the printer. The other publications of the service, including the daily Weather Map, the Monthly Weather Review and the Monthly Weather Map, have been issued with regularity and the annual report of the Toronto observatory, which was much in arrears, has been brought up to date.

With the ample library accommodation now provided, it has been possible to gather together and catalogue the reports of the many meteorological departments of the world and in future as publications are received they can be placed immediately on the proper shelf. A small amount of binding has been done this year, but it is intended during the coming year to try and get the valuable reports of all central offices of the various countries bound, and thereby increase their value for purposes of references.

The ordinary work of the service has continued without any break throughout the year. Forecasts to the number of 14,945 were issued from the central office to all the provinces between the Rocky mountains and the maritime provinces and to these 86·1 per cent were verified. (Table attached.) In the Pacific Coast division 4,823 forecasts were issued with a verification of 83·2 per cent; 1,690 storm warnings were issued to ports on the Great Lakes and along the Atlantic seaboard and of these 91·1 per cent was verified. Warnings and forecasts have been furnished to Newfoundland with the same regularity as to the Canadian provinces. The almost universal recognition of the value of weather forecasts to mariners, farmers, merchants and shippers of perishable goods, is very clearly indicated by a rapidly growing demand for their dissemination through country districts and along the coast line and it is now obvious that a scheme must be devised whereby the central office of all rural telephone lines shall receive a weather bulletin each day for transmission to subscribers.

The stations organized in 1908 in the valley of the Mackenzie river are proving of much value and it is evident that the various agents are very capable observers. It is satisfactory that with these stations and those on the shores of the Hudson bay, it is now possible on most days to draw the isobars with fair accuracy to the most northerly confines of Canada.

TIME SERVICE.

At Toronto during the year ending March 31, 1911, 57 observations for time were made in the meridian. The positions of the stars were as usual those given in the 'Berliner Jahrbuch.'

The exchanges of time between Toronto and the Observatories at Quebec, Montreal and St. John, have been carried on at intervals of about a fortnight. A table is appended giving the results obtained. All these exchanges have been registered on the chronograph. Time has also been sent weekly to the Magnetic Observatory at Agincourt and furnished daily to the city by striking the fire alarm bells at 11.55 a.m. Numerous daily inquiries for time over the telephone are made and answered. During the year a number of Surveyor's Sidereal watches have been adjusted and rated previous to and after their season's work.

The various instruments such as the transit instrument, sidereal and mean time clocks and equatorial telescope are now fully installed and in good working order, the clocks especially showing a great improvement in their running rates.

No important changes have been made in that portion of the Dominion time service which is under the control of the Meteorological Service. Signals continue to be automatically repeated from the land telegraph to the wireless at Camperdown, N.S., and many captains have vouched for the usefulness of the signals, which are picked up when the ships are still far from land.

The equatorial telescope has been chiefly used in obtaining maps of the Sun's surface. Some photographic work was tried during May and June, 1910, on Halley's comet and one or two very good pictures were obtained. The comet was first seen in the telescope on May 4, and a photograph taken of it in a small 5″ x 4″ camera attached to the tube of the telescope, an exposure of 15 minutes being given. Subsequently a larger lens of 3″ aperature with a 6½″ x 8½″ plate was used and several good photographs were made after the comet had passed through perihelion and appeared in the western evening sky. Observations were made during the night of May 18, when the earth was supposed to pass through the tail of the comet. The night was beautiful and fine with the Moon shining brightly. A rather brilliant aurora occurred, streamers and an auroral arch were noticed at 10.13 p.m. and at 10.20 rapid pulsations and a certain formation moving and changing rapidly, the lower edges being of a deep colour. This condition lasted only a few minutes. At midnight there was still a glow in the north with occasional streamers. Nothing further occurred to indicate that the earth had passed through the comet's tail. During the period of visibility of the comet in May and the early part of June, a great many visitors were afforded an opportunity to view the comet through the 6″ telescope. Arrangements have been made to photograph the Sun during periods of sun spot visibility and preliminary trials were made during the latter part of February and the first two weeks of March. The camera for this purpose is an oblong tapering light tight box, one end of which is made to receive an 8½″ x 6½″ plate holder, and into the other end is fitted a diverging lens sliding into a collar which is threaded so as to enable it to be screwed into the eye end of the equatorial telescope, thus taking the place of the ordinary telescopic eye piece. A yellow green glass light filter is placed in the camera between the shutter and the plate holder. The shutter is in a thin plate of aluminium 6 inches in length and 2½ inches wide, across the centre of which is cut a narrow slit. The shutter is driven with great rapidity, the slit passing through the cone of light from the Sun.

The shutter is placed immediately behind the diverging lens. The image of the Sun thus projected upon the sensitive plate is 135 millimeters in diameter.

Maps of the Sun's surface have been taken daily since September 2, whenever the state of the sky permitted. These maps are 120 millimeters in diameter. The position of the Sun's axis and equator, the north and south points as well as the spots and faculæ are marked thereon. Up to March 31, 1911, some 57 maps have been drawn and upon 19 days the sun has been observed free of spots.

On September 2, a very moderate sized spot on S.E. limb of the Sun, disappearing over the west limb on September 11. There were seen also three small spots near the western limit. On September 20, was observed a moderate sized spot with Penumbra on S.E. quadrant followed by one or two small spots at some distance apart.

On September 27, a very large group came over the S.E. limb and by October 1 had developed into a most beautiful spectacle extending longitudinally some 140,000 miles. The spot noticed on the 20th disappeared over the W. limb on October 2, rather increased in size. On October 17, a group appeared over the S.E. limb followed by a smaller group on the 18th, and another one about the 20th, these smaller groups gradually breaking up and finally disappearing by November 3. The Sun since has been remarkably free of spots, only on a very few occasions have any been seen and these were small. A very decided minimum period is apparently taking place.

The following table shows the difference between the times at Quebec, Montreal and St. John, at the various time exchanges, compared with that at Toronto. The sign + indicates that Toronto is slow of the other observatories.

Year.	Quebec.	Montreal.	St. John.
1910.	Seconds.	Seconds.	Seconds.
April 15	−0 33	+0 31	+0 22
" 29	+0 13	+1 62	+0 16
June 3	+5 69	+1 41	+0 86
" 24	−0 51	+0 71	+0 38
July 15	−0 71	+0 23	+0 35
August 12	−0 05	....	+0 62
September 16	−0 21	+0 01	+0 38
" 30	−0 26	+1 12	+0 51
October 14	−0 91	−1 12	+0 40
November 25	−0 32	....	+0 44
December 9	−0 64	+0 87	+0 57
" 30	−0 42	+0 58	+0 52
1911.			
January 13	+1 15	+1 83	+0 95
February 24	+0 69	+0 02	+0 18
March 10	+0 87	+0 99	+0 75
" 24	+0 66	+0 48	+0 61

On April 29, 1910, Toronto and Ottawa exchanged time, the difference being Ottawa 0·65 seconds fast of Toronto.

The latitude and longitude of the Toronto transit pier is:—
Latitude, 43° 40′ 0·8″ N.
Longitude, 5h. 17m. 35s. 60 W.

SEISMOLOGICAL OBSERVATIONS.

The Milne seismographs at Toronto and Victoria have been kept in operation throughout the year. Ninety-three disturbances being recorded by the former and 90 by the latter. The only really large disturbance was from an Alaskan quake on November 6, 1910, when the Victoria instrument recorded a swing of 17 m.m. and the

Toronto instrument 4m.m. Moderate disturbances of unknown origin were recorded on May 13 and 31, and June 16, while the Turkestan quake of January 3 and the Italian quake of February 18 were clearly registered. To the present time seismology has not been organized as a subject for special research in connection with the meteorological service, and yet Mr. F. N. Denison, of Victoria, B.C., has for some years been carrying on investigations which now promise to yield valuable results. Twice each year tables giving details of all disturbances are forwarded to the secretary of the Seismological Committee of the British Association and to various other seismological bureaus in Europe and the United States.

MAGNETIC OBSERVATORY.

There have been no breaks in the magnetic records at the Agincourt observatory. The zeros of instruments were determined by absolute observations, taken weekly for declination and bi-monthly for horizontal force. Weekly observations were also made for the determination of the inclination. The westerly declination has changed from 6° 2·6′ in March, 1910, to 6° 7·1′ in March, 1911, an increase of 4·5′. The horizontal force has gradually decreased from 0·16274 C.G.S. units to 0·16232 and the inclination has increased from 74° 38′·6 to 74° 39′·2.

Magnetic disturbances were of frequent occurrence throughout the year, but were small in amplitude. In declination the greatest variation was recorded on August 9 and 10, 1910, amounting to 1° 49′·1, the horizontal force at the same time passed beyond the range of the recording instrument. The second largest disturbance was also recorded in August on the 21st and 22nd, when the range of declination was 1° 18′·8 and of horizontal force 532·5. The normal diurnal range for August in declination is about 15 minutes and horizontal force 45.

During the year 54 theodolites with magnets attached, belonging to surveyors employed by the Surveys Branch, Department of the Interior, were compared with the Agincourt Standard Declinometer and index corrections for the magnets were determined and supplied to the Surveyor General. Assistance was rendered to Messrs. Eangles, Carson, Chartrand and Cote of the surveys branch to make comparisons between their dip and total force instruments and our standards, in order to determine the constants of their instruments. Also to Messrs. French and Menzies of the Dominion Observatory, each of whom spent several days in standardizing and determining the various constants of their magnetometers and dip instruments both before and after their field work.

Instructions were given to Mr. Savary, of the Hydrographic Survey, and to Mr. Lavoie, who accompanied Capt. Bernier, on the manner of making magnetic observations and reducing them.

An officer of the meteorlogical service, Mr. W. E. W. Jackson, M.A., to whom was assigned the duty of inspecting the meteorological stations in the Mackenzie valley during the summer of 1910, was provided with a magnetometer with instructions to determine the magnetic values at various points when the opportunity offered. He took observations at Athabaska Landing, Grand Rapids, Fort McMurray, Fort McPherson, Fort Chipewyan, Fort Smith, Slave river, Fort Resolution, Hay river, Fort Simpson, Fort Providence, Fort Wrigby and Fort Good Hope, and the results obtained will be given in the next annual report.

PHENOLOGICAL OBSERVATIONS.

In the various European countries the work of collecting and publishing phenological statistics is undertaken by the Meterological Departments and the Canadian Service, which for some years past has also published statistics prepared by Mr. F. F. Payne, of the central office, Toronto, has undertaken to extend this work. It is hoped that it may be possible to enlist the services of the provincial boards of education as has been done in the province of Nova Scotia.

The chief use of phenological statistics from a meteorological point of view is the graphic indication they give of the climate and the varying seasons. To those familiar with the dates of the flowering of common plants, &c., in their own district a mental picture of the climate of another district can much more readily be formed by comparing such dates than would be formed by consulting meteorological statistics.

Respectfully submitted,

R. F. STUPART,
Director.

Appendix A.

Meteorological Service, St. John, Observatory,
St. John, N.B., May, 1911.

R. F. Stupart, F.R.S.C.,
Director, Meteorological Service,
Toronto, Ont.

Sir,—I have the honour to present the annual report on the observatory at St. John, for the fiscal year ending March 31, 1911.

Meteorological Service.—The regular meteorological observations and records have been continued without interruption. No change has been made in the equipment or exposure of the instruments. The eye-reading as well as the automatic recording instruments which carry a continuous record of pressure, temperature, precipitation and direction and velocity of the wind have been maintained in most excellent condition.

Weather Bulletins.—The weather bulletin has been promptly issued every week day morning after receipt of the telegraphic messages from Toronto. The forecasts, synopsis and prevailing conditions at inland and coast stations is as has been in the past of inestimable value to mariners, shippers, contractors and various interests that largely depend upon the information contained therein. It is displayed in public places, distributed through the post and published by the evening press as heretofore. Through the courtesy of the New Brunswick Telephone Company, forecasts from Toronto are at six o'clock each morning telephoned to their numerous exchanges throughout this province and displayed on forms supplied by the meteorological service. At many of these places the forecasts would not otherwise be available. This most valuable and wide distribution of the forecasts is made gratuitously by the telephone company for the benefit of the public. Local and outside transportation companies, shipping and commercial houses make frequent requests for information from our records to assist in adjusting claims for demurrage, damage to perishable goods in transit, &c., in many cases the settlements wholly depend upon information from our observations and records. The press obtain much information during periods of extremes, important storms and other items of general interest to the public.

Storm Signals.—In addition to the hoist of storm signals at the signal station here, messages are telephoned to the display stations at St. Martins and Point Lepreaux upon receipt of the warning or safety message from Toronto.

Time Service of the Maritime Provinces.—Clock errors and rates have been determined by observation of standard stars almost every clear night, the observations and clock signals being recorded on the chronograph in the usual manner. The observations have mostly been made by the transit micrometer method, the instrument being furnished with a group of five fixed spider lines on each side of the centre of the field, the middle of the field is left clear for the transit or moving wire micrometer. When the selection of stars for a sett would allow the necessary time interval between transits, both key and micrometer were used, the clock error then reduced

from the double sett of from eight to twelve stars. The difference between results with key and micrometer indicate that I observe nearly three-tenths of second later with the key.

For the two minute interval ending at 10 a.m., time signals from this observatory continue to be sent over the Western Union Wires throughout these provinces. The mean time transmitting clock being connected through relay with the telegraph lines, automatically opens, sends the two minute signal and then closes the circuit.

At Camperdown, N.S., this signal is automatically repeated from the land line to wireless, and distributed to ships at sea within the zone of the Marconi station.

At other hours similar signals have been sent out by telegraph and telephone from the same clock, the beats of our clock relay being audible through long distance and local telephones.

The electric clock at Halifax has been daily sent a synchronizing signal at 10 a.m., when owing to wire trouble this signal did not go through, it has been repeated at following hours until satisfactorially received. Return signals from this clock in afternoon or evening seldom show an appreciable difference.

In Halifax watch and chronometer adjusters have sounders on their premises and wire connection with telegraph office to receive our 10 a.m. signal.

Excepting a few days last autumn when the apparatus at St. John was undergoing repairs the time balls at St. John and Halifax have been dropped each week-day at 1 p.m. of the 60th meridian.

Clocks.—The Riefler sidereal clock which is run under constant pressure and temperature continues to give most accurate results. While it was dismounted for cleaning last August, the Kullberg sidereal, (which is also mounted in the basement clockroom) was used as the standard.

Some additions have been made to the list of clocks which are hourly synchronized from our master clock in different parts of the city. The Bank of New Brunswick have installed an electric clock in the office of their new building at Fredericton which is synchronized every week-day morning. This is a growing and most useful service to the public.

I have the honour to be, sir,
Your most obedient servant,

D. L. HUTCHINSON,
Director, St. John Observatory.

Appendix B.

Quebec, April, 18, 1911.

The Director, Meteorological Service,
Toronto.

Sir,—I have the honour to transmit my annual report for the fiscal year ending March 31, 1911.

The usual meteorological observations were taken daily at this observatory and the bi-hourly temperatures continued at the Citadel; the instruments are in good order.

Inquiries by telephone respecting the weather conditions, &c., were very numerous, and statistics were often given to the newspapers and other persons.

The weather bulletin issued by the central office, Toronto, is very much appreciated by the public. It is posted every morning at the principal places of the city and published in all the newspapers.

Time observations were made nearly every fine night and also occasionally at noon It was found that the transit instrument was much affected by frost during the cold

season, probably because it is not on a solid base and that the wooden shed in which it is placed was not built on a stone foundation.

The time ball has been dropped in a very satisfactory manner during the whole navigation season.

As suggested in my last report, the position of the time gun was changed, but owing to complaints from residents near the Citadel it had to be removed to its former position.

I beg further to report that new water pipes were laid to the observatory during last spring and the building has now a good supply of water.

The whole respectfully submitted.

ARTHUR SMITH,
Director.

Forecasts issued from the Central Office during fiscal year 1910-11.

NUMBER ISSUED AND PERCENTAGE OF VERIFICATION.

Month.	Alberta.					Saskatchewan.					Manitoba.					Lake Superior.					Lower Lakes.					Georgian Bay.					Ottawa Valley.				
	Number Issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.
1910.																																		
April	76	58	15	3	86·2	76	63	10	3	89·5	79	63	13	3	88·0	102	73	26	3	84·3	108	81	24	3	86·1	108	79	24	5	84·3	84	67	13	5	86·5
May	83	64	14	5	82·5	84	65	11	8	83·9	88	73	9	6	88·1	117	97	15	5	89·3	118	99	14	5	89·8	118	97	14	7	88·1	101	85	18	1	90·4
June	82	65	13	4	87·2	75	56	14	5	84·0	76	62	12	2	89·5	116	99	14	3	91·4	121	102	13	6	89·7	121	105	13	3	92·1	113	101	10	2	92·8
July	78	67	16	5	83·3	77	58	11	5	84·4	78	66	10	2	91·0	102	77	21	4	85·8	125	108	12	5	91·2	125	104	17	4	90·0	109	91	17	1	91·3
August	84	64	17	3	86·3	84	66	15	3	87·6	85	69	10	6	87·1	126	97	19	10	84·5	135	106	25	4	87·8	135	101	29	5	85·5	123	97	22	4	87·8
September	77	64	8	5	88·3	77	59	15	3	86·4	77	60	14	3	87·0	120	92	21	7	85·4	132	106	20	6	87·9	132	104	24	4	87·9	117	97	17	3	90·1
October	77	54	18	5	81·8	78	62	13	3	87·8	78	65	11	2	90·4	113	83	25	5	84·5	127	97	23	7	85·4	127	99	23	5	87·0	109	79	24	6	83·5
November	78	53	16	9	78·2	80	52	22	6	78·7	82	63	14	5	85·4	114	77	28	9	79·8	117	94	19	4	88·5	117	95	20	2	89·7	104	72	21	11	79·3
December	79	63	14	2	88·6	83	64	18	1	88·0	86	67	16	3	87·2	99	73	21	5	84·3	121	92	24	5	88·0	115	82	27	6	83·0	105	73	26	6	81·9
1911.																																		
January	77	57	17	3	85·1	80	60	17	3	85·6	78	58	14	6	83·3	87	71	15	1	90·2	104	84	16	4	88·5	104	85	19	0	90·9	96	68	21	7	81·8
February	78	53	20	5	80·7	79	58	15	6	82·9	79	62	13	4	86·7	96	74	20	2	87·5	106	86	17	3	89·1	105	83	20	2	88·6	98	75	17	6	85·2
March	81	64	15	2	88·3	82	68	12	2	90·2	82	69	10	3	90·2	94	77	14	3	89·4	110	89	17	4	88·6	108	79	21	8	82·9	101	78	16	10	82·7
Totals	950	716	183	51	85·0	955	731	176	48	85·7	968	777	146	45	87·8	1286	990	239	57	863	1424	1144	224	56	88·2	1415	1113	251	51	87·5	1267	983	222	62	86·3

Forecasts issued from the Central Office during fiscal year 1910-11.

NUMBER ISSUED AND PERCENTAGE OF VERIFICATION—*Continued.*

Month.	Upper St. Lawrence.					Lower St. Lawrence.					Gulf.					Maritime west.					Maritime east.					Totals.				
	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.
1910.																													
April	85	65	14	6	81·7	107	79	19	9	82·7	108	88	18	2	89·8	108	80	22	6	84·3	107	82	20	5	85·0	1149	878	218	53	85·9
May	106	85	20	1	89·6	107	88	12	7	87·8	107	81	20	6	85·0	110	85	21	4	86·8	110	84	21	5	85·9	1252	1003	189	60	87·6
June	113	99	12	2	92·9	101	83	14	4	89·4	105	78	22	5	81·8	117	91	21	5	86·7	117	83	31	3	84·2	1260	1027	189	41	89·0
July	109	92	15	2	91·3	116	90	23	3	87·5	116	85	29	2	85·8	122	89	24	9	82·9	122	87	26	9	81·9	1279	1004	224	51	87·2
August	123	99	20	4	88·6	120	95	25	0	89·6	124	95	27	2	87·5	121	91	24	6	85·1	121	92	24	5	85·9	1 81	1072	257	52	86·9
September	117	97	17	3	90·1	119	93	15	11	84·4	116	84	27	5	84·0	117	81	27	9	80·8	117	89	19	9	84·2	1318	1026	224	68	86·3
October	109	80	23	6	83·9	126	91	21	14	80·5	126	88	24	14	69·4	117	84	23	10	81·1	116	78	29	9	79.7	1303	960	257	86	83·5
November	101	77	22	5	81·6	105	74	23	8	81·4	105	72	28	5	81·9	113	74	30	9	78·8	107	69	29	9	77·6	1226	872	272	82	82·2
December	105	77	24	4	80·5	102	80	17	5	86·8	102	85	14	3	90·2	126	85	26	15	77·8	128	9.	24	12	81·2	1251	933	261	67	84·6
1911.																													
January	95	71	19	5	84·7	42	77	11	5	89·7	99	83	15	1	91·4	121	98	13	10	86·4	120	93	18	9	85·0	1153	905	195	53	86·9
February	98	74	20	4	85·7	98	79	11	8	86·2	98	75	19	4	86·2	108	87	16	5	8·0	108	85	18	5	87·9	1151	891	206	54	86·4
March	104	82	14	8	85·6	107	83	16	8	85·2	108	86	16	6	87·0	121	95	20	6	86·8	121	92	21	8	84·7	1222	962	192	68	86 6
Totals	1268	998	220	50	87·4	1303	1015	207	82	85·8	1314	1000	259	55	85·9	1401	1040	267	94	83·8	1391	1926	280	88	83·6	14945	11533	2674	738	86·1

Forecasts issued by British Columbia Division, Victoria, during Fiscal Year 1910-11.

NUMBER ISSUED AND PERCENTAGE OF VERIFICATION,

Month.	Victoria and vicinity.					Lower mainland.					Kamloops.					Totals.				
	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.	Number issued.	Number fully.	Number partly.	Number not.	Percentage.
1910.																				
April	110	80	5	25	75·0	108	82	7	19	79·2	98	82	5	11	86·2	316	244	17	55	79·9
May	116	89	6	21	79·3	115	95	3	17	83·9	107	91	1	15	85·5	338	275	10	53	82·8
June	130	96	10	24	77·7	118	89	6	23	78·6	118	94	3	23	80·9	366	279	19	68	78·8
July	139	125	5	9	91·7	135	116	7	12	88·5	129	118	1	10	91·9	403	359	13	31	90·7
August	118	96	12	10	86·4	106	94	1	11	89·1	103	88	0	15	85·4	327	278	13	36	87·0
September	105	80	8	17	80·0	101	84	3	14	84·6	91	80	0	11	87·9	297	244	11	42	84·2
October	111	77	10	24	73·9	104	82	1	21	79·3	90	76	0	14	84·4	305	235	11	59	78·9
November	107	79	8	20	78·5	93	81	4	8	89·3	87	69	1	17	79·9	287	229	13	45	82·1
December	101	80	6	15	82·2	94	74	2	18	79·8	91	81	2	11	87·2	289	235	10	44	83·0
1911.																				
January	102	83	8	11	85·3	90	73	5	12	83·9	104	76	1	27	73·6	296	232	14	50	80·8
February	101	72	5	24	73·8	88	71	1	16	81·3	86	69	2	15	81·4	275	212	8	55	78·5
March	112	98	2	12	89·4	105	94	4	7	91·4	107	94	3	10	89·2	324	286	9	29	89·7
Totals	1,352	1,055	85	212	81·2	1,257	1,035	44	178	84·1	1,214	1,018	19	177	84·2	3,823	3,108	148	567	83·2

APPENDIX No. 9.

MARINE HOSPITAL SERVICE.

OTTAWA, May 26, 1911.

SIR,—I have the honour to submit the annual report of the transactions in the Marine Hospitals' Service, for the fiscal year ended March 31, 1911.

I have the honour to be, sir,

Your obedient servant,

C. H. GODIN, M.D.
Medical Superintendent Marine Hospitals' Service.

A. JOHNSTON, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

ANNUAL REPORT OF THE MEDICAL SUPERINTENDENT OF MARINE HOSPITALS' SERVICE FOR THE FISCAL YEAR 1910-11.

Amount of appropriation	$70,000 00
Amount of expenditure	54,859 50
Balance	$15,140 50

EXPENDITURE BY PROVINCES.

Province.	Number of Seamen.	Number of Days.	Total Expenditure.
			$ cts.
Nova Scotia	1,528	12,960	24,687 25
New Brunswick	504	3,205	8,400 91
Prince Edward Island	222	1,064	2,825 23
Quebec	559	5,525	10,556 45
British Columbia	421	3,330	7,669 67
General Account			719 99
	3,234	26,084	54,859 50

TABLE showing expenditure for each Port.

Nova Scotia.

Port.	Number of seamen.	Number of days given.	Total expenditure.
			$ cts.
Advocate Harbour	8	49	202 25
Amherst	5		48 30
Annapolis Royal	33	118	210 61
Apple River	4	35	187 00
Arichat	21	56	320 09
Baddeck	5		46 50
Barrington	11	49	321 00
Barton	13	627	543 21
Bear River	8	58	219 85
Belliveau's Cove	1	14	5 00
Bridgetown	2		12 30
Bridgewater	56		326 41
Canning	6		29 95
Canso	96	172	497 83
Chester	2	14	68 35
Cheticamp	22	13	294 10
Cheverie	2		8 90
Church Point	1	14	8 50
Clark's Harbour	29	85	274 28
Clementsport	2	112	221 00
Digby	29		300 00
Freeport, Westport and Tiverton	68	836	655 24
Glace Bay	10	11	166 50
Guysborough	1		3 40
Halifax, Victoria General Hospital	1,172	4,589	6,947 00
Halifax Infirmary	1	35	52 50
City Board of Health	1	15	39 14
Hantsport	6		32 25
Ingram Port	1		5 00
Isaac's Harbour	6		85 50
Jeddore	2	18	56 00
Kingsport	2		13 75
La Have	4		66 05
Liscomb	1		85 00
Liverpool	7	214	207 00
Lockport	6	83	130 21
Louisburg	20	524	1,135 24
Lunenburg	37	936	1,333 20
Mabou	1		5 00
Mahone Bay	25	59	375 45
Marble Mountain	2		11 00
Margaree	1		4 00
Meteghan	12	274	266 03
Musquodoboit	4		56 50
North East Harbour	1		50 00
Northport	13		42 00
Parrsboro and West Bay	49		309 00
Pictou	68	118	812 00
Port Clyde	1		20 00
Port Dufferin	2	6	19 70
Port Greville	13	98	197 50
Port Hood	4	21	36 15
Ports Hawkesbury, Hastings, Mulgrave and Point Tupper	50	148	471 58
Port Latour	20		125 00
Port Maitland	1		5 50
Port Morien	10		125 00
Port Wade	11		112 00
Pubnico	17	17	317 00
North Sydney	254		750 00
Pugwash	4		7 50
River Hebert	5		83 00
Salmon River	1	49	105 50
Sandy Cove	16	28	214 00
Springhill	5	274	249 70
Sherbrooke	3		21 00
Shelburne	6	5	36 75

TABLE showing expenditure for each Port—*Continued.*

Nova Scotia—Continued.

Port.	Number of seamen.	Number of days given.	Total expenditure.
			$ cts.
Spry Bay	1		30 00
St. Peters	37		250 00
Sydney	74	1775	2,031 29
Tuskett Wedge	1		4 50
Wallace	1		3 25
Walton	1		25 00
Weymouth	6	58	165 60
Windsor	27	108	203 75
Yarmouth	83	1,245	1,600 05
Totals	1,528	12,960	24,687 25

New Brunswick.

Alma	2		26 00
Bathurst	2		150 00
Beaver Harbour	1	39	44 56
Buctouche	10	21	34 75
Campbellton	22	47	452 40
Cape Tormentine and Bay Verte	7		150 00
Caraquet	7		44 50
Dalhousie	33	19	140 80
Dorchester	16		99 80
Douglastown	48	399	2,151 96
Fredericton	1		2 65
Grand Harbour	9	256	515 50
Hillsboro & Hopewell Cape	92		150 00
Moncton	23	161	325 65
North Head	3		15 15
Quaco	3		23 90
Richibucto	6	11	206 29
Riverside and Harvey	8		21 80
Shediac	16		204 90
Shippegan	2		3 25
St. Andrews	5		29 00
St. Stephen	2		9 00
St. John General Hospital	183	2,252	3,389 00
Wilson's Beach	2		5 05
St. Martins	1		5 00
St. John, N. B. Mission Society			200 00
	504	3,205	8,400 91

Prince Edward Island.

Alberton	6		11 45
Cardigan	3		39 20
Charlottetown Hospital	26	348	522 00
P. E. I. Hospital	15	544	816 00
Crapaud	3	7	17 25
French River	1		19 75
Georgetown	12		56 45
Montague	8		37 25
Murray Harbour	16	11	154 71
New London	1		6 00
Rustico	1		15 00
Souris	63	82	350 43
Summerside	54		250 00
Tignish and Miminegash	12	8	167 85
Vernon River	1	64	361 89
	222	1,064	2,825 23

TABLE showing expenditure for each Port—*Concluded.*

Quebec.

Port.	Number of seamen.	Number of days given.	Total expenditure
			$ cts.
Batiscan	2		41 50
Bonaventure River	4		51 50
Fraserville	7	93	166 00
Gaspé	8		200 00
Grand River	1		5 50
Levis	1	54	81 00
Montreal, Alexandra Hospital	5	67	184 50
Notre-Dame Hospital	127	1,906	2,883 00
General Hospital	174	2,099	3,222 50
Matane	14	35	166 35
Magdalen Islands	5	4	79 50
New Richmond	2		24 50
Paspebiac and New Carlisle	8	50	162 50
Percé	1		2 00
Port Daniel	3		9 00
Quebec, Hotel-Dieu	17	92	138 00
Jeffery Hale	61	1,106	1,659 00
Rimouski	6		30 25
Seven Islands	1		16 00
Sorel	19		57 75
St. Johns	71	25	622 50
Three Rivers	22	4	353 60
Montreal Seamens' Institute			200 00
Catholic Sailors' Club			200 00
	559	5,535	10,556 45

British Columbia.

Chemainus	6	187	533 58
Ladysmith	5		12 00
Nanaimo	236	99	699 00
New Westminster	1	126	126 00
Port Simpson	2	18	19 25
Prince Rupert	1		3 00
Union Bay and Cumberland	32	54	486 48
Vancouver, St. Paul's Hospital	81	1,951	2,926 50
Strathcona Institute			200 00
Victoria, Marine Hospital	153	832	2,368 36
St. Joseph's Hospital	4	63	95 50
Victoria Seamens' Institute			200 00
	421	3,330	7,669 67

General Account.

	$ cts.
Printing and stationery	277 91
Medical Supt's travelling expenses	439 60
Express and freight charges	2 48
	719 99

TABLE showing Expenditure for Treatment, Board, Supplies, &c.

—	Nova Scotia	New Brunswick.	Prince Edward Island.	Quebec.	British Columbia.	General Account.
	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
Board in hospitals and private houses	10,972 03	3,951 27	1,489 57	8,271 10	4,064 38	
Medical and surgical treatment	3,292 45	695 10	616 05	489 35	97 50	
Medical officers and keeper's salaries	7,806 99	2,225 00	700 00	1,275 00	2,533 33	
Fuel	859 00	36 00			448 40	
Drugs, instruments, etc.	286 54	42 30			66 32	
Burials	60 75	36 00				
Telephone	113 88	27 70			66 00	
Water	67 00				31 25	
Transportation	94 40	16 30		121 00		439 60
Repairs and maintenance	640 53	1,034 30			10 50	
Special nursing	91 00	22 28	8 57			
Light					76 25	
Furniture, bedding, etc	337 68	114 66	11 04		50 74	
Medical assistance	65 00				25 00	
Grants		200 00		400 00	400 00	
Printing and stationery						277 91
Express and freight charges						2 48
	$24,687 25	8,400 91	2,825 23	10,556 45	37 669 67	719 99

TABLE showing Amount of Salaries Paid to Medical Officers and Keepers During the Fiscal Year 1910-11.

Nova Scotia.	$ cts.	*Nova Scotia*—Continued.	$ cts.
Annapolis Royal—		Parrsboro and West Bay—	
Medical officer	$160 00	Medical officer	300 00
Arichat—		Pictou—	
Medical officer	300 00	Medical officer	400 00
Barrington—		Keeper	200 00
Medical officer	300 00	Ports Hastings, Hawkesbury, Mulgrave and Point Tupper—	
Bear River—		Medical Officer	175 83
Medical officer	150 00	Keeper	72 00
Bridgewater—		Port Greville—	
Medical officer	29 16	Medical Officer	150 00
Canso—		Port Latour—	
Medical officer	375 00	Medical Officer	125 00
Clark's Harbour—		Port Morien—	
Medical officer	250 00	Medical Officer	125 00
Digby—		Sandy Cove—	
Medical officer	250 00	Medical Officer	200 00
Keeper	50 00	St. Peters, L'Ardoise and River Bourgeois—	
Freeport, Westport & Tiverton.—		Medical Officer	250 00
Medical officer	300 00	Sydney—	
Glace Bay—		Medical Officer	500 00
Medical officer	150 00	Keeper	300 00
Liverpool—		Weymouth—	
Medical officer	100 00	Medical Officer	125 00
Lockport—		Windsor—	
Medical officer	100 00	Medical Officer	120 00
Louisburg—		Yarmouth—	
Medical officer	250 00	Medical Officer	400 00
Keeper	300 00		
Lunenburg—			
Medical officer	400 00		
Keeper	150 00		7,806 99
North Sydney—			
Medical officer	750 00		

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TABLE showing Amount of Salaries Paid to Medical Officers and Keepers During the Fiscal Year 1910-11—*Continued.*

New Brunswick.	$ cts.	*Quebec.*	$ cts.
Bathurst—		Gaspe—	
Medical Officer	150 00	Medical Officer	200 00
Campbellton—		Paspebiac and New Carlisle—	
Medical Officer	350 00	Medical Officer	125 00
Cape Tormentine—		St. Johns—	
Medical Officer	150 00	Medical Officer	600 00
Dalhousie—		Three Rivers—	
Medical Officer	125 00	Medical Officer	350 00
Douglastown—			1,275 00
Medical Officer	450 00	*British Columbia.*	
Keeper	256 00		
Hillsboro and Hopewell Cape—		Chemainus—	
Medical Officer	150 00	Medical Officer	400 00
Moncton—		Nanaimo—	
Medical Officer	200 00	Medical Officer	600 00
Richibucto—		Union Bay—	
Medical Officer	200 00	Medical Officer	333 33
Shediac—		Victoria—	
Medical Officer	200 00	Medical Officer	600 00
	2,225 00	Keeper	600 00
Prince Edward Island.			2,533 33
Murray Harbour—			
Medical Officer	150 00	Total amount of salaries paid during 1910 11	14,540 32
Souris—			
Medical Officer	300 00		
Summerside—			
Medical Officer	250 00		
	700 00		

TABLE showing Expenditure for Treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board.

Nova Scotia.

Ports.	Physician's Services.	Physician's Travelling Expenses.	Drugs.	Board.	Total Expenditure
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Advocate Harbour	67 00	58 00	46 00	24 00	195 00
Amherst	32 00	12 00	4 30		48 30
Annapolis Royal				50 61	50 61
Apple River	131 00		14 00	37 00	182 00
Arichat				20 00	20 00
Baddeck	5 00	31 00	10 50		46 50
Barrington				31 00	31 00
Barton	118 00	92 00	65 80	265 66	541 46
Bear River	14 00	28 00	3 00	24 85	69 85
Belliveau's Cove				5 00	5 00
Bridgetown	8 00		4 30		12 30
Bridgewater	173 00		124 25		297 25
Canning	13 00		6 95		19 95
Canso				122 83	122 83
Chester	17 00	25 00	4 85	14 00	60 85
Cheticamp	107 00	97 50	67 00	22 50	294 00
Cheverie	2 00	6 00	90		8 90
Church Point	1 00	1 00	1 50	5 00	8 50
Clark's Harbour				24 28	24 28
Clementsport	50 00	100 00	3 00	48 00	201 00
Freeport, Westport and Tiverton				355 24	355 24
Glace Bay				16 50	16 50
Guysboro	2 50		90		3 40

TABLE showing Expenditure for Treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

Nova Scotia—Continued.

Ports.	Physicians' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Halifax, Victoria Hospital				6,883 50	6,883 50
Halifax Infirmary				52 50	52 50
City Board Health				39 14	39 14
Hantsport	16 00		16 25		32 25
Ingram Port	4 00		1 00		5 00
Isaac's Harbour	55 00	18 00	12 50		85 50
Jeddore	1 00	9 00	1 00	45 00	56 00
Kingsport	11 00		2 75		13 75
La Have	45 00	17 00	4 05		65 05
Liscomb	9 00	63 00	4 00	9 00	85 00
Liverpool				107 00	107 00
Lockport				30 21	30 21
Louisburg				104 60	104 60
Lunenburg				468 00	468 00
Mabou	1 00	4 00			5 00
Mahone Bay	228 75	72 00	37 00	37 70	375 45
Marble Mountain	10 00		1 00		11 00
Margaree	2 00	1 00	1 00		4 00
Meteghan	108 50		53 50	104 06	266 06
Musquodoboit	8 00	39 50	9 00		56 50
North East Harbour	9 00	36 00	5 00		50 00
Northport	27 50		14 50		42 00
Pictou				69 00	69 00
Port Clyde	18 00		2 00		20 00
Port Dufferin	7 00		2 00	7 50	16 50
Port Greville				47 50	47 50
Port Hood	18 00		3 15	15 00	36 15
Port Hastings, Hawkesbury, Mulgrave and Point Tupper	20 00	13 00	11 50	87 00	131 50
Port Maitland	5 00		50		5 50
Port Wade	19 00	61 00	32 00		112 00
Pubnico	144 75	129 00	30 25	13 60	317 60
Pugwash	6 00		1 50		7 50
River Hebert	16 00	35 00	32 00		83 00
Salmon River	16 00	64 60	4 50	21 00	105 50
Sandy Cove				14 00	14 00
Springhill				246 60	246 60
Sherbrooke	11 00	2 50	7 50		21 00
Shelburne	6 50	4 00	1 00	6 25	17 75
Spry Bay	20 00		10 00		30 00
Sydney				772 00	772 00
Tuskett Wedge	3 00		1 50		4 50
Wallace	3 00		0 25		3 25
Walton	20 00		5 00		25 00
Weymouth				29 75	29 75
Windsor				83 75	83 75
Yarmouth				622 50	622 50
	1,609 50	1,018 50	664 45	10,972 03	14,264 68

New Brunswick

Alma	2 00	18 00	6 00		26 00
Beaver Harbour				22 28	22 28
Buctouche	16 00		8 25	10 50	34 75
Campbellton	58 00	5 50	3 75	23 50	90 75
Caraquet	26 50		18 00		44 50
Dorchester	77 50		22 30		99 80
Douglastown				199 50	199 50
Fredericton	2 00		0 65		2 65
Grand Harbour	80 00	212 00	26 50	197 00	515 50

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TABLE showing Expenditure for Treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

New Brunswick—Continued.

Ports.	Physicians' Services.	Physicians' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
Moncton				98 40	98 40
North Head	5 00	7 00	315 00		15 50
Quaco	23 00		1 90		23 90
Richibucto				6 29	6 29
Riverside and Harvey	11 00	5 00	5 80		21 80
Shippegan	2 00	1 25			3 25
St. Andrews	21 00		8 00		29 00
St. Martins	5 00				5 00
St. Stephen	8 00		1 00		9 00
St. John General Hospital				3,378 00	3,378 00
Wilson's Beach	2 00		3 05		5 05
	338 00	247 50	109 60	3,951 27	4,646 37

Prince Edward Island.

Alberton	7 00		4 45		11 45
Cardigan	26 00	2 00	11 20		39 20
Charlottetown Hospital				522 00	522 00
P. E. I. Hospital				816 00	816 00
Crapaud	7 00	2 50	2 75	5 00	17 25
French River	8 00	10 00	1 75		19 75
Montague	25 00	4 00	8 25		37 25
Georgetown	33 00		23 45		56 45
Murray Harbour				4 71	4 71
New London	5 00		1 00		6 00
Rustico	13 50		1 50		15 00
Souris				41 86	41 86
Tignish and Miminegash	121 00		42 85	4 00	167 85
Vernon River	243 00		11 85	96 00	350 85
	288 50	18 50	109 05	1,489 57	2,105 62

Quebec.

Batiscan	24 00	12 00	5 50		41 50
Bonaventure River	38 00	8 50	5 00		51 50
Fraserville	63 75	3 00	6 25	93 00	166 00
Grand River	3 00			2 50	5 50
Levis				81 00	81 00
Montreal Alexandra Hospital				169 50	169 50
Notre Dame Hospital				2,859 00	2,859 05
General Hospital				3,148 50	3,148 00
Matane	41 00	37 00	34 85	53 50	166 35
Magdalen Islands	9 00	52 00	12 50	6 00	79 50
New Richmond	14 00		10 50		24 50
Paspebiac and New Carlisle				37 50	37 50
Perce	1 00		1 00		2 00
Port Daniel	4 50		4 50		9 00
Quebec Hotel Dieu				138 00	138 00
Jeffery Hale				1,659 00	1,659 00
Rimouski	9 00		13 25		22 25
Seven Islands	1 00	5 00	10 00		16 00
Sorel	32 00		25 75		57 75
St. Johns				22 50	22 50
Three Rivers				3 60	3 60
	240 25	117 50	131 60	8,271 10	8,760 45

TABLE showing Expenditure for Treatment, comprising Doctors' Services, Doctors' Travelling Expenses, Drugs and Board—*Continued.*

British Columbia.

Ports.	Physicians' Services.	Doctors' Travelling Expenses.	Drugs.	Board.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Chemainus				133 58	133 58
Ladysmith			12 00		12 00
Nanaimo				99 00	99 00
New Westminster				126 00	126 00
Port Simpson	6 00		50	12 75	19 25
Prince Rupert	2 00		1 00		3 00
Union Bay	45 00	21 00	10 00	77 15	153 15
Vancouver St. Paul's Hospital				2,926 50	2,926 50
Victoria Marine Hospital				593 90	593 90
Victoria St. Joseph's Hospital				95 50	95 50
	53 00	21 00	23 50	4,064 38	4,161 88

DETAILED EXPENDITURE FOR FUEL.

Nova Scotia—		
Louisburg Marine Hospital	$263 64	
Lunenburg Marine Hospital	175 95	
Pictou Marine Hospital	19 00	
Sydney Marine Hospital	212 25	
Yarmouth Marine Hospital	188 16	
		$859 00
New Brunswick—		
Douglastown Marine Hospital		36 00
British Columbia—		
Victoria Marine Hospital		248 40
Total expenditure for fuel		$1,143 40

DETAILED EXPENDITURE FOR WATER SUPPLY.

Nova Scotia—		
Pictou Marine Hospital	$50 00	
Sydney Marine Hospital	17 00	
		$67 00
British Columbia—		
Victoria Marine Hospital		31 25
Total expenditure for water		$98 25

DETAILED EXPENDITURE FOR TELEPHONE SERVICE.

Nova Scotia—		
Lunenburg Marine Hospital	27 00	
Sydney Marine Hospital	51 88	
Yarmouth Marine Hospital	35 00	
		$113 88

DETAILED EXPENDITURE FOR TELEPHONE SERVICE—*Continued.*

Nova Scotia—		
Douglastown Marine Hospital		$ 27 70
British Columbia—		
Victoria Marine Hospital		66 00
Total expenditure for telephone		$207 58

DETAILED EXPENDITURE FOR REPAIRS AND MAINTENANCE.

Nova Scotia—		
Louisburg Marine Hospital	$296 80	
Lunenburg Marine Hospital	81 55	
Pictou Marine Hospital	59 00	
Sydney Marine Hospital	65 18	
Yarmouth Marine Hospital	138 00	
		$640 53
British Columbia—		
Victoria Marine Hospital		10 50
New Brunswick—		
Douglastown Marine Hospital		1,034 30
Total expenditure		$1,685 33

DETAILED EXPENDITURE FOR DRUGS, INSTRUMENTS AND OTHER SUPPLIES.

Nova Scotia—		
Louisburg Marine Hospital	$ 39 84	
Sydney Marine Hospital	72 44	
Yarmouth Marine Hospital	101 76	
Point Tupper Marine Hospital	72 50	
		$286 54
New Brunswick—		
Douglastown Marine Hospital		42 30
British Columbia—		
Victoria Marine Hospital		66 32
Total expenditure		$395 16

GRANT TO SEAMEN'S SOCIETIES.

Montreal Sailors' Institute	$ 200 00
Montreal Catholic Sailors' Club	200 00
St. John, N.B., Mission Society	200 00
Victoria, B.C., Seamen's Institute	200 00
Vancouver-Strathcona Institute	200 00
Total grant	$1,000 00

DETAILED EXPENDITURE FOR LIGHT.

British Columbia—	
Victoria Marine Hospital	$76 25

DETAILED EXPENDITURE FOR LIGHT.

Nova Scotia—		
Advocate Harbour	$ 7 25	
Apple River	5 00	
Barton	1 75	
Chester	7 50	
Halifax	47 50	
Louisburg	1 95	
Lunenburg	2 30	
Port Dufferin	3 30	
Shelburne	4 00	
Springhill	3 10	
Weymouth	10 85	
		$ 94 40
New Brunswick—		
Campbellton	$ 9 15	
Moncton	2 25	
Shediac	4 90	
		$ 16 30
Quebec—		
Alexandria Hospital, Montreal	$ 15 00	
Notre Dame Hospital, Montreal	24 00	
General Hospital, Montreal	74 00	
Rimouski	8 00	
		$ 121 00
Medical superintendent's travelling expenses		439 60
Total expenditure for transportation		$ 671 30

DETAILED EXPENDITURE FOR SPECIAL NURSING.

Nova Scotia—		
Clementsport	$20 00	
Louisburg	71 00	
		$ 91 00
New Brunswick—		
Beaver Harbour		22 28
Prince Edward Island—		
Souris		8 57
Total expenditure for nursing		$ 121 85

DETAILED EXPENDITURES FOR BURIALS.

Nova Scotia—		
Canning	$10 00	
Halifax	16 00	
Point Tupper	19 75	
Shelburne	15 00	
		$ 60 75
New Brunswick—		
Moncton	$25 00	
St. John	11 00	
		36 00
Total expenditure for burials		$ 96 75

DETAILED EXPENDITURE FOR FURNITURE, BEDDING, ETC.

Nova Scotia—		
Louisburg	$ 153 41	
Lunenburg	29 10	
Sydney	40 54	
Yarmouth	114 63	
		$ 337 68
New Brunswick—		
Campbellton	$ 2 50	
Douglastown	112 16	
		114 66
Prince Edward Island—		
Vernon River		11 04
British Columbia—		
Victoria Marine Hospital		50 74
Total expenditure		$ 514 12

DETAILED EXPENDITURE FOR MEDICAL ASSISTANCE.

Nova Scotia—		
Louisburg	$50 00	
Pictou	15 00	
		$ 65 00
British Columbia—		
Victoria Marine Hospital		25 00
Total expenditure for medical assistance		$ 90 00

MISCELLANEOUS.

Printing and stationery	$277 91
Express and freight charges	2 48
Total expenditure	$280 39

TOTAL NUMBER OF VOUCHERS FOR EACH PROVINCE.

Nova Scotia	625
New Brunswick	134
Prince Edward Island	79
British Columbia	120
Quebec	89
General account	21

TABULAR STATEMENT showing diseases for which seamen received treatment during 1910-11.

General diseases, 809.

Measles	17
Scarlet fever	5
Influenza	110
Mumps	3
Dyptheria	2
Enteric fever	45
Choleriac-diarrhoea	7
Dysentery	36
Beriberi	1
Malarial fever	42
Erysipelas	18
Septicimia	66
Tyaemia	2
Tetanus	2
Tubercle	35
Syphilis	51
Gonorrhoea	104
Scabies	17
Toenia	2
Alcoholism	7
Rheumatism	176
Gout	1
Anemia	12
Diabetes mellitus	7
Congenital malformation	2
General debility	21
New growth, non-malignant	4
New growth, malignant	6
Effects of inorganic poison	3
Effects of heat	1
Cyst	2
Effects of the presence of foreign bodies	2

Local diesases, 1,875.

Diseases of the nervous system, 87.

1. Of the nerves—	
Neuritis	8
Multiple neuritis	6
2. Of the spinal cord and membranes.—	
Inflammation	2
Degeneration lateral column	1
Locomotor-ataxia	3
Of brain and membranes.—	
Hemorrhage	1
Meningitis	3
4. Functional nervous diseases and other diseases of undetermined nature—	
Apoplexy	2
Paralysis	6

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TABULAR Statement showing diseases for which seamen received treatment during 1910-11—*Continued.*

Diseases of the nervous system, 87—*Continued.*

4. Functional nervous diseases, &c.—*Continued.*

Epilepsy	6
Spasm	1
Vertigo	4
Headache	3
Neurasthenia	4
Neuralgia	35
Hysteria	2

Diseases of the eye, 64.

Conjunctivitis	30
Keratitis	3
Ulceration of cornea	3
Iritis	11
Blepharitis	3
Abscess of eyelid	2
Abscess of lacrymal sac	2
Ecchymosis of eyelid	6
Optic neuritis	1
Amblyopia	1
Squint	2

Diseases of the ear, 51.

Inflammation of external meatus	2
Cerumen	1
Inflammation of the middle ear	46
Abscess axilla	2

Diseases of the nose, 8.

Inflammation of septum	1
Necroiss of septum	1
Inflammation of sinuses	1
Inflammation of the naso-pharynx	5

Diseases of the circulatory system, 58.

Pericarditis	12
Endocarditis	9
Valvular diseases	13
Aneurism of the heart	1
Angina-pectoris	3
Syncope	1
Arteritis	4
Aneurism of arteries	5
Thrombosis	2
Phlebitis	2
Varix	6

TABULAR STATEMENT showing diseases for which seamen received treatment during 1910-11—*Continued.*

Diseases of the respiratory system, 428.

Laryngitis	32
Bronchitis	227
Spasmodic asthma	29
Congestion of lungs	5
Hemorrhage of lungs	5
Pneumonia	42
Broncho-pneumonia	6
Abscess of lung	4
Thpisis	32
Pleurisy	44
Oedema of lungs	2

Diseases of the digestive system, 576.

Inflammation of the lips	2
Inflammation of the mouth	3
Abscess of dental periosteum	12
Toothache	42
Necrosis alveoli	7
Sore throat	10
Inflammation of tonsils	46
Post-pharyngal abscess	3
Inflammation of the stomach	61
Ulceration of the stomach	8
Hemorrhage of the stomach	2
Indigestion	68
Gastralagia	2
Anorexia	2
Inflammation of the intestines	19
Typhlitis	6
Colitis	11
Appendicitis	24
Duodenitis	1
Intestinal obstruction	5
Constipation	22
Diarrhoea	55
Fistula in ano	6
Prolapsus of rectum	1
Ulcer of rectum	2
Piles	28
Inflammation of the liver	17
Jaundice	8
Cancer of the liver	2
Calculi	2
Biliary colic	2
Hernia	32
Inflammation of the biliary ducts	7
Peritonitis	3
Dyspepsia	53
Dropsy	2

TABULAR STATEMENT showing diseases for which seamen received treatment during 1910-11—*Continued.*

Diseases of the lymphatic system, 44.

Adenitis	41
Goitre	3

Diseases of the urinary system, 82.

Nephritis	20
Bright's disease	18
Calculi of kidney	2
Abscess perinephritis	1
Calculi in ureter	1
Haemapuria	1
Albuminnuria	2
Lithuria	1
Phosphaturia	1
Pyelitis	3
Cystitis	32

Diseases of the generative system, 121.

Urethritis	15
Stricture	16
Inflammation of the prostate	5
Phimosis	4
Paraphimosis	2
Inflammation of the glands	6
Soft chancres	20
Orchitis	31
Inflammation of the spermatic cord	7
Varicocele	10
Epididymitis	4
Spermatorrhea	1

Diseases of the organs of locomotion, 101.

Inflammation of the bones—	
Osteitis	3
Periostitis	4
Caries	2
Inflammation of the joints	9
Dislocation of ankle	1
Dislocation of spine	1
Necrosis	5
Myalgia—	
Lumbago	57
Sciatica	15
Bursitis	4

Diseases of the connective tissues, 83.

Cellulitis	21
Abscesses	58
Gangrene	3
Oedema	1

TABULAR STATEMENT showing diseases for which seamen received treatment during 1910-11—*Continued.*

Diseases of the skin, 171.

Erythema	6
Pityriasis rosea	1
Urticaria	5
Eczema	40
Impetigo	5
Prurigo	1
Psoriasis	2
Herpes	5
Dermatitis	1
Acne	1
Seborrhœa	1
Chilblains	2
Ulcers	29
Boils	39
Carbuncles	21
Whitlow	1
Pruritus	2
Ring worm	1
Frost bite	8

Injuries, 550.

General injuries, 34.

Burns and scalds	30
Multiple injuries	2
Shock	2

Local injuries, 516.

Rupture of muscle	2
Wounds of muscles	15
Fracture of skull	8
Concussion of brain	2
Contusion eyelids	10
Wound of eyelid	5
Wound of neck	15
Wound of chest	24
Contusion of chest	31
Fracture of ribs	21
Sprain of back	7
Wound of back	2
Contusion of abdomen	4
Contusion of upper extremities	27
Sprain of shoulders	5
Sprain of elbow	1
Sprain of wrist	15
Sprain of hand	2
Wound of upper extremities	37
Fracture of clavicle	6
Fracture of humurus	20
Fracture of radius	10

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TABULAR STATEMENT showing diseases for which seamen received treatment during 1910-11—*Concluded.*

Local injuries—*Continued.*

Fracture ulna	1
Fracture of radius and ulna	5
Fracture of finger bones	12
Dislocation of shoulder	7
Dislocation of phalanges and thumb	9
Contusion lower extremities	75
Sprained hip	7
Sprained knee	5
Sprained ankle	38
Sprained foot	12
Fracture femur	11
Fracture tibia	10
Fracture of fibula	5
Fracture of tibia and fibula	2
Fracture of spine	1
Fracture of pelvis	2
Fracture of bone of nose	2
Fracture lower maxillary	2
Fracture patella	10
Fracture of bones of foot	11
Malingery	18

Incomplete reports, 10.

Total number of Seamen treated, 3,234.

APPENDIX No. 10.

EXAMINATION OF MASTERS AND MATES.

OTTAWA, May 11, 1911.

ALEXANDER JOHNSTON, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to place before you the annual report in connection with Masters' and Mates' examinations throughout Canada.

There are at present thirteen offices where examinations are held; as the Windsor office is now closed on account of Captain McGregor having resigned lately from the position of examiner there, the remainder are as follows:—Victoria, B.C., Captain Gaudin; Vancouver, B.C., Captain Eddie; Yarmouth, N.S., Captain Murphy; Lunenburg, N.S., Captain Wolff; North Sydney, N.S., Captain Sutherland; Charlottetown, P.E.I., Captain Cameron; Halifax, N.S., Captain Lugar, where examinations for all grades of certificates are held, which comprise foreign going, coastwise and also all local examinations, Nelson, B. C., Captain Hallett; Edmonton, Alberta, Captain Grant; West Selkirk, Man., Captain Thordarsen; Collingwood, Ont., Captain Coles; Toronto, Ont., Captain Moller; Windsor (now closed), Captain McGregor; Montreal, Captain Riley, where examinations for local certificates only are carried out.

It will be noted that 464 examinations were held for the various grades of certificates, 364 candidates having passed and 100 failed, and for sight test only 8 men coming up for that very necessary examination, but on the whole, there is a slight increase on last year's showing.

I have the honour to be, sir,
Your obedient servant,

H. ST. G. LINDSAY,
Chief Examiner.

APPENDIX No. 11.

MARINE SCHOOLS.

OTTAWA, May 11, 1911.

ALEXANDER JOHNSTON, ESQ.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of attendance at lectures given at the Marine Schools established at the various ports of the Dominion under the supervision of the Marine and Fisheries Department. There have been seven schools where lectures were delivered during the winter, the local attendance being 2,685, not taking into account the lectures which were given by the late Captain Toye, lecturer for the department, at Montreal, Quebec, Three-Rivers and Sorel, a complete record of which has not been procured owing to his sudden death, but during the three months in which he lectured the attendance was reported to be very fair at all the above places, with the exception of Montreal where no suport was given.

There is a slight increase over last year's showing in the numbers of attendance, but on the whole I think it has been disappointing, and the only school where attendance has been at all satisfactory is the one at Vancouver, where seamen and others seem to appreciate the benefits these schools mean to them in their profession. No change has been made in the programme of tuition at any of these schools this year.

The attached statement will show the number of lectures given, the minimum, maximum average and total attendance at each school.

I have the honour to be, sir,
Your obedient servant,

H. ST. G. LINDSAY,
Chief Examiner and Superintendent of Marine Schools.

Schools.	Lectures.	Minimum.	Maximum	Average.	Total.
Halifax, N.S.	32	2	24	7·8	249
Yarmouth, N.S.	30	6	12	8·7	260
Collingwood, Ont.	29	5	16	10·2	296
Midland, Ont.	13	.....	.....	·9	120
Victoria, B. C.	35	9	28	18·4	645
North Sydney, N.S.	32	3	9	5·7	182
Vancouver, B. C.	34	16	38	24·5	933
Total	205	41	127	84·3	2,685

APPENDIX No. 12.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

CHAIRMAN'S OFFICE, OTTAWA, June, 1911.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Steamboat Inspection Service of the fiscal year ending March 31, 1911.

It contains the work of the service during the time stated, giving the names and number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports but registered elsewhere than in Canada, and the amount of fees received for engineer examinations, with the names of the candidates and their grade of certificate.

In addition to the steamboats inspected, the inspection of ship's tackle and hoisting gear used for the loading and unloading of vessels was made at the following ports:—Halifax, 237, St. John 191, Montreal 888.

NUMBER of steam vessels reported as known by the inspectors of steamboats in the Dominion for the year ending March 31, 1911, also the number of steamers inspected but not registered in the Dominion for the same date.

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto	377	115,586	55	70,777
Collingwood	166	66,876	8	12,409
Kingston	184	34,396	14	6,988
Montreal	226	25,429	2	2,384
Sorel	106	39,674		
Quebec	121	27,759	3	3,715
Nova Scotia	183	41,476	22	40,777
New Brunswick and Prince Edward Island	151	29,405	7	14,258
Vancouver and Yukon	215	29,717	9	9,585
Victoria, B. C	151	60,151	32	42,068
Manitoba and North West Provinces	188	15,952	7	10,869
Total	2,069	486,421	159	213,830

NUMBER of Dominion registered steamers inspected and their gross tonnage, with amount of fees collected on account of steamboat inspection during the year ended March 31, 1911.

Division.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of Steamboat Inspection.
			$ cts.
Toronto	330	113,383	138 40
Collingwood	137	65,121	45 68
Kingston	172	33,648	
Montreal	200	23,481	30 40
Sorel	99	36,497	
Quebec	117	26,951	297 20
Nova Scotia	160	39,287	2,732 40
New Brunswick and Prince Edward Island	135	27,754	
Vancouver, B. C	188	28,689	501 60
Victoria and Yukon	146	58,505	679 52
Manitoba and North West Provinces	128	13,483	
Engineer's Certificates			1,501 50
Total	1,812	466,799	3,944 70

BOARD MEETINGS.

Owing to the increase of work at British Columbia it was found necessary to appoint another Boiler and Machinery Inspector at the Port of Vancouver, B.C., for which a Board meeting was convened to examine candidates for the position. Mr. Alfred E. Hopper having passed a satisfactory examination was appointed by Order-in-Council of October 14, 1910.

On January 18, 1911, a meeting of the Board was convened in the Chairman's office at Ottawa to consider a grievance relating to a boiler built for the SS. *Champion* and to fix the working pressure therefor. The Board decided that owing to the form of boiler whereby a portion of the shell, externally, was exposed to the direct action of the fire, it could not be rated under Part 1 of the rules; also that any type of boiler where externally fired, a greater thickness of plate in shell than one-half inch should not be countenanced.

PROSECUTIONS AND PENALTIES ENFORCED FOR VIOLATIONS OF PART VII OF THE CANADA SHIPPING ACT, STEAMBOAT INSPECTION.

On August 18, 1910, a complaint was laid by the steamboat inspector that the owner of the SS. *Niska* of Toronto, persisted in carrying passengers in defiance of the law. Instructions were issued to take legal action to inflict the penalty for so doing when three charges were laid, one for carrying passengers without a license, one for running the boat before certificate had been issued, and one for employing an engineer without a certificate, for which fines were imposed of $100 in the first charge, and $50 each in the other two cases, amounting in all to $200, for which a cheque was received by the department on October 20, 1910.

CASUALTIES.

The following are the casualties reported from the several divisions during the year ended March 31, 1911.

Toronto Division.

On May 17, 1910, the crank shaft of SS. *Midland Prince* broke while the steamer was on Saginaw bay. The engines were worked compound to Detroit, Mich., where a new shaft was installed.

On September 14, 1910, while the steamer *Kingston* was abreast of the Main Ducks Lake Ontario, the starboard shaft broke. The steamer returned to Kingston under one paddle and was afterwards towed to Toronto, a new shaft being fitted during the winter.

On September 15, 1910, the steam yachts *Tokolo* and *Osso* were totally destroyed by fire at Beaumaris, Muskoka. The fire started in a boathouse on the wharf where the steamers were lying and reached them before they could be removed to safety.

On September 16, 1910, the tug *Pilot* was totally destroyed by fire at Blackstone bay near Parry Sound. The cause of fire was unknown.

On November 25, 1910, the tug *W. C. Francis* was totally destroyed by fire at Rondeau harbour, Lake Erie. Cause of fire unknown.

On November 26, 1910, the steamer *Alaska* was totally destroyed by fire at Tobermory harbour. Cause of fire is unknown.

On December 6, 1910, the SS.*Dunelin* ran ashore on Isle Royale, Lake Superior. She was released and taken to Port Arthur and is being repaired at that port.

On December 10, 1910, the tug *Jean* while lying at her winter quarters at Amherstburg, was burned to the water's edge. The cause of fire is unknown.

On March 26, 1910, the steamer *Cataract* was partially destroyed by fire at Brockville, Ont. The steamer was being fitted out for this season's work and the cause of fire is reported to be unknown.

Collingwood Division.

April 25, 1910.—The tug *Kate* of Sault Ste. Marie was totally destroyed by fire at the north end of Sault Ste. Marie canal, Ont. Cause of fire unknown. No casualties.

November 6, 1910.—The steamer *Wasaga* of Collingwood while lying in shelter at Copper harbour, Mich., was totally destroyed by fire. Cause of fire unknown. No casualties.

November 25, 1910.—The tug *Saucy Jim* of Collingwood was totally destroyed by fire while lying at Christian island. Cause of fire unknown. No casualties.

November 30, 1910.—The SS. *Athabasca* of Montreal, upward bound near Lime island, Sault Ste. Marie river, at 3.40 a.m. collided with the United States tug *General,* which resulted in sinking of the tug and the drowning of three of her crew. The SS. *Athabasca* suffered no apparent injury.

Kingston Division.

April 11, 1910.—The steamer *D. D. Calvin* of Kingston while lying in winter quarters was destroyed by fire. No fatalities occurred. The machinery has since been removed from the hull.

August 11, 1910.—The steamer *America* of Kingston, on her trip to the Thousand Islands broke her low pressure cylinder cover. No fatalities occurred.

November 12, 1910.—At 12.30 a.m., the SS.*Belleville* of Montreal, when on her trip between Montreal and Hamilton ran aground on Lake Ontario at a point opposite Grafton, tearing a large hole in her bottom on starboard side. No fatalities. The vessel was taken to the Kingston dry dock, repaired and put in sea-worthy condition.

Montreal Division.

October 17, 1910.—The steamer *G. H. Notter* of Ottawa, 14 gross tons, was totally destroyed by fire while lying at the Lachine wharf. Cause of fire unknown. No casualties.

Quebec Division.

Casualty returns, nil.

Nova Scotia Division.

March 24, 1911, at 4.40 a.m., the SS. *Bruce* of St. John's, Newfoundland, plying in Canadian waters in the carriage of passengers and certificated by the Canadian inspectors for that purpose, grounded at Cape Breton, N.S., becoming a total loss. During the launching of the lifeboats one of the crew was lost. A preliminary investigation was held by the department as to the cause of the accident, which was found to be due to an error of judgment by the master in charge.

New Brunswick and Prince Edward Island Division.

July 26, 1910.—SS. *Aurora* of Lunenburg, while on her trip from St. John to Grand Manan, N.B., broke the piston rod of the low pressure cylinder, carrying away the cylinder cover also. The vessel proceeded to St. John with one cylinder where repairs were made.

October 4, 1910.— While towing a scow from Sand point in the channel between the breakwater and Partridge island, the stearing gear of the tug *Help* of Liverpool, N.S., became disabled. There was a high wind and heavy sea running and she was driven ashore on the outside of breakwater and became a total loss. No fatalities.

January 14, 1911.—The ferry steamer *E. Ross* of St. John, N.B., plying between Indiantown and Pleasant point fractured the thrust shaft, which was repaired, and on the 17th, the tail shaft was fractured and repaired. These fractures were caused by the wheel coming in contact with drift wood in the river.

Manitoba and Northwest Provinces.

June 28, 1910.—Steamer *Majestic* of Winnipeg, 135 gross tons, while lying at her dock at Gash point, Rainy lake, was totally destroyed by fire which started about midnight at the back end of the boiler. Cause of fire unaccounted for. No fatalities.

September 22, 1910.—Steamer *Kaministiquia* of Port Arthur, 106 gross tons, while lying at a dock in the harbour during the night caught fire and was totally destroyed. Cause of fire unknown. No fatalies.

British Columbia and Yukon Division.

May 27, 1910.—SS. *Kaslo* of Victoria, 765 gross tons, on a trip from Nelson to Kaslo while making a landing at Ainsworth during a gale, was driven on top of submerged piling, receiving extensive damage. She was eventually lifted and hauled out on ways. It has not yet been decided if the vessel will ever be repaired. No fatalities.

July 15, 1910.—SS. *Charlotte* of Victoria, 317 gross tons, on a trip from Fort George, Upper Fraser river, was carried by strong current on to rocks, whereby a large hole was pierced on port side. The vessel was beached, and since has had machinery and boiler taken out. Hull abandoned. No fatalities.

August 5, 1910.—SS. *Princess May* of Vancouver, 1,717 gross tons, on a voyage from Skagway to Victoria, at 1.55 a.m. struck on north end of Sentinel island, Lynn canal, Alaska, and remained. All passengers, mail, and baggage safely landed and forwarded to destination on September 10. She was hauled off, towed to Victoria, and placed on Marine ways. Damage very extensive. Vessel will again be put in sea-worthy condition.

September 28, 1910.—SS. *Albion* of Victoria, 88 gross tons, on a voyage to Sechelt inlet stranded off Boulder reef, Malaspina straits, and remained. During a gale on October 2, vessel broke up. Machinery and boiler saved.

September 25, 1910.—SS. *Fern* while lying anchored at Tongue point, Northwest bay, and all hands ashore, took fire and became a total loss.

September 8, 1910.—The tug *Fraser* of Vancouver when on a trip down the Fraser river caught fire. Hull a total loss. Boiler and machinery saved. No lives lost.

September 17, 1910.—SS. *Belcarra* of Vancouver, 253 gross tons, when on her trip from Vancouver to Ladysmith stranded on the rocks in Agamemnon channel. Her stern was afloat, and as the tide dropped, she slid off and sank in deep water. Total loss. No fatalities.

March 24, 1911.—SS.*Sechelt* of Vancouver, 105 gross tons, on her trip from Victoria to Sooke, west coast, at 5 p.m. foundered in a gale. All on board were drowned, to the number of nine passengers and six of a crew. The department has authorized an investigation in order to obtain the fullest information pertaining thereto.

I am, sir, your obedient servant,

E. ADAMS,
Chairman Board of Steamboat Inspection.

APPENDIX No. 13.

REPORT OF THE GENERAL SUPERINTENDENT OF PILOTAGE FOR CANADA.

OTTAWA, May 18, 1911.

ALEXANDER JOHNSTON, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report respecting the Pilotage Corporations of Montreal and Quebec. The statements of other pilotage authorities which I have the honour to supervise will be found in Supplement No. 1 to the Annual Report. The authorities are as follows:—

Pilotage Authority of Vancouver, B.C.
" New Westminster, B.C.
" Nanaimo, B.C.
" Victoria and Esquimalt, B.C.
" St. John, N.B.
" Shediac, N.B.
" Miramichi, N.B.
" Richibucto, N.B.
" Halifax, N.S.
" Northport-Tidnish, N.S.
" Restigouche, N.S.
" Pugwash, N.S.
" Pictou, N.S.
" Ste. Anns, N.S.
" Sydney, N.S.
" Parrsboro, N.S.
" Louisburg, N.S.
" Buctouche, N.S.

A detailed statement of the doings and earnings of Montreal and Quebec pilotage is herewith attached.

As in the past, I presided over the annual examinations of pilots of both Quebec and Montreal Corporations, and am pleased to report that not a single case of defect in the sight was found among the number of pilots examined. As heretofore, the Holgrem's method of test has been followed. In Quebec, Doctor Pagé assisted me and, in Montreal, Dr. Duhamel took the notes at the examination of each individual.

Seven apprentice pilots were examined in Quebec, five being accepted and added on the ranks. In Montreal, five apprentice pilots were examined and three of them accepted. One apprentice having finished his time and, being the senior, was promoted to the position of pilot.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
General Superintendent of Pilotage.

REPORT, CORPORATION OF PILOTS FOR AND ABOVE THE HARBOUR OF QUEBEC, 1910.

Number of pilots		50
	In	Out
Number of trips to Montreal	825	776
Number of trips to intermediate points	57	57
Total number of trips	882	833
Total earnings to Montreal		$78,370 88
Total earnings to intermediate ports		3,497 95
Grand total		$81,868 83
Total earnings of Tour-de-Rôle pilots		11,526 46
Number of trips made by selected apprentice pilots with branch pilots on ocean steamers, during the year		372
Number of apprentice pilots for and above harbour of Quebec		24
Pensioners and total amount paid to widows—		
Pensioners		34
Total amount paid		$1,771 29

Number of vessels reported in office, tonnage, crews and number of passengers inward, 1910:—

Sea-going vessels	719
Lake steamers	310
Schooners	34
Barges, tugs and steam yachts	12
Total	1,075
Total tonnage of these vessels	2,562,876
The number of masters and crews	60,891
Number of passengers inward	78,405

From 1906 to 1910—

11 pilots were pensioned, having attained the age limit.
1 dismissed.
1 resigned.

L. A. DEMERS,
General Superintendent of Pilotage

OTTAWA, March 31, 1911.

REPORT, CORPORATION OF PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC, 1910.

State of fund—	
Money lent	$92,800 00
Money in saving department	8,600 00
Money in hand	62 54
Arrears due	30 00
Total	$101,432 54

Branch pilots for and below the harbour of Quebec for 1910—

Number of pilots on active list	84
Pilotage effected	1,841
Pilots to be pensioned	6
Number of apprentice pilots	14

Statement of monies paid and received by the Corporation of Pilots of Quebec in connection with the fund for invalid pilots, during 1910, will be found in Supplement No. 1 to the report, "Harbour Commissioners."

Pilotage earnings from 762 British vessels	$125,062 28
Pilotage earnings from 47 foreign vessels	5,165 86
Making a total of	$130,228 14
Total expenses, including 7% in decayed pilot fund	23,224 19
Leaving	$107,003 95

Which has given a dividend to each pilot of $1,325.

L. A. DEMERS,
General Superintendent of Pilotage.

OTTAWA, March 31, 1911.

APPENDIX No. 14.

REPORT OF THE WRECK COMMISSIONER.

OTTAWA, May 18, 1911.

ALEXANDER JOHNSTON, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit to you a list of the wrecks and casualties which occurred in the Canadian waters during the fiscal year of 1910-11.

All the cases have been dealt with either by preliminary or formal investigations, with the exception of the following:—

SS. *Princess May,* SS. *Belcarra,* SS. *St. Denis,* which vessels met with disaster on the coast of British Columbia, also the SS. *John Irwin*, schooners *Midnight* and *Lila D. Young,* SS. *General Wolfe* and SS. *Ocamo* and *Yarmouth.*

The reason these cases have not been dealt with completely during the past fiscal year is that the department intended to make some changes in the status concerning the conduct of investigations into wrecks. These cases are now being dealt with as promptly as possible.

Preliminary inquiries have been conducted by Captain Eddie in Vancouver, Captain Lugar in Halifax and Captain Riley in the province of Quebec and the lakes.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Wreck Commissioner.

SESSIONAL PAPER No. 21

ANNUAL Reports of Wrecks and Casualties which occurred to Canadian and Foreign Vessels in Canadian Waters during 1910.

Date of casualty.	Name of ship.	Registered port.	Where casualty happened.	Investigation.
June 28....	Aotea		Stranded south shore River St. Lawrence, place called Claude River.	Prel. and formal inv. by Capt. Demers.
June 1....	Borghild	Norway	Struck Castor Ledge, N.S.	Prel. investig. by Capt. Murphy.
May 31....	Ben Cruachan		Grounded inside of Port Nova, N.S.	Prel. inv. by Capt. Sutherland, formal, by Capt. Lugar.
May 18....	Beluga & Zaidee		Collided in Sydney Harbour.	Prel. and formal inv. by Capt. Lugar.
Sept. 17....	Belcarra		Stranded in Agamennon Channel, B.C.	Prel. inv. by Capt. Eddie
Feb. 7...	Centreville		Stranded at Trout Cove, N.S.	Prel. and formal inv. by Capt. Lugar.
May 30 .	Crown of Castile	Glasgow	Touched between buoys 91 and 93 St. Lawrence Channel.	Prel. and formal inv. by Capt. Demers.
June 13....	Cassandra & Advance		Contravention of Rules of the Road.	Prel. inv. by Capt. Riley and formal inv. by Capt. Demers.
Aug. 9....	Creigendora		Stranded near South Pt. Anticosti, Gulf St. Lawrence.	Prel. and formal inv. by Capt. Demers.
May 4....	Ellen	Norway	Grounded at entrance of Sydney Harbour.	Prel. and formal inv. by Capt. Lugar.
May 10....	Grampian		Stranded at Cap-à la-Roche.	Prel. inv. by Capt. Riley
Nov. 6 ...	General Wolfe		Went ashore in Harrington Harbour.	Prel. inv. by Capt. Riley
Apr. 18....	Hilford		Stranded near Devil's Island.	Prel. inv. by Capt. Lugar
June 19....	Heimdal	Norway	Stranded on Sable Island	Prel. inv. by Capt. Lugar
Nov. 3....	Harlaw		Stranded in Harbour of Sydney.	Prel. inv. by Capt. Gordon.
May 18...	Invermore & Beluga.		Collided at entrance of Sydney Harbour.	Prel. and formal inv. by Capt. Lugar.
May 26....	Irisbrook		Stranded near Black Rock Head, Parrsboro, N.S.	Prel. and formal inv. by Capt. Lugar.
June 17....	John Hanlan & Launch Cecilia.	Toronto	Collided in Bay of Toronto	Prel. inv. by Coroner and formal by Capt. Demers
Dec. 16 ...	John Irwin		Stranded near Queensport.	Prel. inv. by Capt. Lugar
May 28....	Kaslo		Wrecked on Kootenay Lake.	Prel. inv. by Lt. Gordon Hallett.
June..	Keystone & Glengarry.		Contravention of Rules of the Road.	Capt. Riley held a preliminary investigation.
Aug. 25.. .	Kingdom	United States ship.	Grounded on Mud Island, N.S.	Prel. inv. by Capt. Lugar
Jan. 24....	Lansdown		Grounded at Public Harbour, N.S.	Prel. and formal inv. by Capt. Lugar.
May 24....	Minto & Rosalind	Halifax, N.S.	Collided at Peake's Wharf No. 2, Charlottetown, P.E.I.	Prel. inv. by Capt. Taylor, formal inv. by Capt. Lugar.
May 19....	Montezuma		Grounded on St. Augustin's Bar, St. Lawrence	Prel. inv. by Capt. Riley
Aug. 28 ..	Manchester Engineer		Grounded on Southwest Pt. of Belle Isle, Belle Isle Strait.	Prel. and formal inv. by Capt. Demers.
Sept. 23....	Montcalm & Kron Prinz Olaf.	Norway	Collided near Channel Patch, River St. Lawrence.	Prel. inv. by Capts. Luga and Demers, formal inv. by Capt. Demers.
June 20....	Prinz Oskar	Norway	Grounded in Strait of Belle Isle, on Flower Pot Ledge.	Prel. inv. by Capt Demers.
Nov. 6....	Prinz Adalbert & Tow of Tug Spray.		Collided and caused damage near Vercheres.	Prel. inv. by Capt. Riley

ANNUAL Reports of Wrecks and Casualties which occurred to Canadian and Foreign Vessels in Canadian Waters during 1910—*Concluded.*

Date of casualty.	Name of ship.	Registered port.	Where casualty happened.	Investigation.
Aug. 5	Princess May.		Stranded on Sentinal Island, Alaska.	Prel. inv. by Capt. Eddie
Dec. 19	Barque Petra		Stranded on Pennant Island, N.S.	Prel. inv. by Capt. Lugar
Dec. 18	Plessis & Queen.		Collided at Chouinard Wharf, Q.	Prel. inv. by Capt. Riley
Feb. 14	Quadra		Stranded on Sydney Spit	Prel. inv. by T. G. Mitchell.
Oct. 29	Roberval		Sunk at foot of Grenville Canal.	Prel. inv. by Capt. Riley
July 11	Stigstad		Grounded at Cap-à-la-Roche.	Prel. inv. by Capt. Riley
Oct.	Symra & Two Schooners.		Collided off the Pillars below Quebec, River St. Lawrence.	Prel. inv. by Capt. Riley
Sept. 24	St. Denis & Princess Charlotte.		Contravention of Rules of the Road.	Prel. inv. by Capt. Eddie
July 23	Trym		Grounded at Cap-à-la-Roche.	Prel. inv. by Capt. Riley
Sept. 22	Trym & Bergeronne.		Collided causing damages	Prel. inv. by Capts. Riley and Demers.
May.	Westfield.		Struck an object in vicinity of Cap Charles.	Prel. inv. by Capt. Riley
May.	Westfield & Sicilian.		Came in contact at Windmill Pt.	Prel. inv. by Capt. Riley
May. 28	Wacousta	Glasgow	Stranded on St. Paul Island.	Prel. and formal inv. by Capt. Lugar.

L. A. DEMERS.

APPENDIX No. 15.

REPORT ON LIFE-SAVING STATIONS.

SIR,—I have the honour to submit the following report on Life-saving Stations inspected by me during the last season, 1910-11.

PRINCE EDWARD ISLAND.

Charlottetown, P.E.I.—I found the boathouse, boat and gear in good condition; coxswain and crew efficient.

There is but small chance of the boat being called upon for service in the immediate vicinity, but she could be transported by rail to the scene of any wreck, and therefore the station should be maintained. The boathouse, however, is too small and should be enlarged and so fitted that the boat could be loaded straight unto a truck through the rear door.

Souris, P.E.I.—Boat and gear in good condition and a very good coxswain and crew. The roof of boathouse is too low and ought to be lifted.

Priest Pond, P.E.I.—Rocket apparatus.—The brigade carried out a very excellent drill, but 7 men are not sufficient to work the gear.

Magdalen Islands.—Accompanied by Mr. S. C. Campbell, I made a complete tour of the islands.

Pictou Island.—Boat and boathouse in excellent condition. A very efficient coxswain. Unfortunately I could not get hold of the crew.

Scatarie, N.S.—Boathouse, boat and gear in good condition; very good coxswain and crew.

Canso, N.S.—House, boat and gear in very good condition. Coxswain and crew very good.

Whitehead, N.S.—There had been several letters written about the coxswain reporting that he was too old, was lax in carrying out drills, &c. Mr Campbell and I made a thorough investigation into the matter and came to the following conclusion: That the reports with regard to laxness in carrying out drills were false, and that although somewhat advanced in years, Hugh Munroe is still fitted for the position of coxswain of the lifeboat.

Devil's Island.—The boat and gear were in good condition, but the boathouse was dirty and badly kept and Mr. Campbell had to visit the station again at a later date, when he found a good deal of improvement. The coxswain is a good boatman and has a good crew, but seems to be somewhat slovenly.

Duncan's Cove.—The best kept house through the maritime provinces; everything in excellent order; coxswain and crew thoroughly up to their work both in the boat and with the Lyle gun.

Herring Cove.—Boathouse, boat and gear in good order. Could not get hold of the crew.

Baker's Cove, (Yarmouth), N.S.—Very well kept house. Boat and gear in good condition. Coxswain and crew excellent.

Grand Manan (Outer Wood Island).—This station was in the course of construction when I visited it.

Richibucto, N.B.—Boathouse, boat and gear in excellent condition. Coxswain and crew could not be improved on.

Banfield Creek, B.C.—I went from Alberni to Banfield creek in the boat and consider her first-class in every way. The coxswain appeared a very capable intelligent man, with a thorough knowledge of the boat work and a good command over his crew. The crew are a fine able-bodied lot of men. The boathouse and buildings were clean and well kept, but the quarters are very cramped for men living there all the year round, and improved accommodation would render the men more content and be a benefit to the service.

Ucluelet, B.C.—This station was not in commission when I visited it, but I got hold of the coxswain who is well fitted for the position, as far as I could judge. The boathouse is in the wrong place and should be moved to French cove, which would make a very good place for the station. The land belongs to a Mr. Charles Spring of James Bay, Victoria, and a half acre would be required for the station.

C ayoquot, B.C.—This station was also not in commission, but I had the coxswain, Mr. Arnet with me for two days cruising up and down the coast to find a more suitable place to locate the station. The present position is practically useless as by the time the men had pulled the boat out of the harbour, they would be pretty well done up. There is a place called shelter bay which would be a far better place for the station. I had two thoroughly good boatmen sent to camp there from November 29 to December 10 to watch the conditions, and I have attached a copy of their report.

Toronto.—Inspected Toronto life-saving station and exercised the boat's crew. Found the coxswain a very capable man, thoroughly up to his work and the boat's crew very good. The boat itself is good, but the conditions in general most unsatisfactory. The new boathouse has been built at the western entrance to the harbour, while the boat and crew are at the eastern entrance, between two and three miles from the boathouse. A separate memo. with my recommendations has been sent in about this station.

Long Point.—I visited the boathouse and was perfectly satisfied with the new position and also with the house itself, which has been built. The crew, not being in commission, I could not exercise the crew.

Port Stanley.—I inspected the Port Stanley life-saving station. The coxswain was away, but I took the crew out for exercise and was well satisfied with their work.

Point Pelee.—I visited Point Pelee station and saw the proposed coxswain and some of the crew.

Goderich.—I visited Goderich and was well satisfied with the coxswain and crew. With proper equipment, this would be a very effective station.

Kincardine.—I inspected Kincardine, exercised the crew and was quite pleased with both coxswain and crew.

Southampton.—I visited the boathouse at Southampton, but was unable to get the crew together. I inspected the boat and boathouse with the coxswain. Everything in first rate order.

Collingwood.—I inspected Collingwood life-saving station. A very good coxswain and crew. The boat and gear in very good order, but the boathouse, which has recently been moved, requires a good deal of repairing.

Port Hope.—I visited Port Hope. Boathouse, boat and gear in excellent order. The coxswain and crew thoroughly good boatmen.

Cobourg.—I visited Cobourg and found everything in a very satisfactory condition.

Consecon.—I visited Consecon, but did not get hold of the crew. The coxswain appears to be an excellent man for the position. The boat, boathouse and gear were exceedingly well kept.

During the year a permanent station has been established at Little Wood island, Grand Manan, equipped with twin screw motor boat built at Sorel, and a Beebe-McLellan self-bailing boat. The crew consists of coxswain and five men. Telephone cable was laid from Gannet Rock to Little Wood island and from there to Seal cove by Big Wood island.

At Entry island, Magdalen islands, a station was established, equipped with Beebe-McLellan self-bailing surf boat and volunteer crew.

Long Point, Lake Erie.—This station has been moved over to the east end of Long Point and the crew established permanently from September 1 to December 31.

Point Pelee.—A permanent crew was placed here from September 1 to December 15.

A new twin screw motor boat was built at Sorel for placing at Cheticamp, N.S.

SERVICES RENDERED BY LIFE-BOATS DURING THE YEAR.

Brier Island.—January 10, 1911, the *Archer Crowele* was towed into safety to the Brier island.

Pictou Boat.—The *Aurou* wrecked on Pictou island, crew saved by life-boat.

Cobourg.—November 27, 1910.—Barge ship went ashore at Cobourg. Lifeboat went to her assistance and she was towed off, it was blowing a gale and very cold.

December 9, the schooner *St. Louis* anchored off Cobourg in heavy gale. The life-boat went out to her and found the crew exhausted, and ship leaking badly. The lifeboat crew manned the pumps all night and brought her into harbour next day after chopping the sails out of the ice.

July 10, St. Pauls island.—Schooner *Mary A* was carried close in to the rocks. Lifeboat went to her assistance and towed the vessel clear.

April 27, 1910, Canso.—The *Niagara* went ashore on L. W. breaker. Crew of 18 were saved.

September 8, Richibucto.—The *J. H. Plummer* was wrecked on the beach at Richibucto. Crew of 4 saved by lifeboat crew.

October 2.—The *Neil Tow* wrecked on the beach, crew of 2 saved by lifeboat crew.

HENRY THOMPSON,
Commander, R.N.,
General Superintendent of Life Saving Service.

LIFE-SAVING Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's salary. — Per annum.	Pay of Crew.
	New Brunswick—				$	
1	Little Wood Island	1910	Turner Ingalls	7	60	$35 per month, 50c. a day board.
2	Richibucto	1907	Albert Long	7	75	" "
3	Point Escuminac	1908	E. F. Fleiger	7	75	" "
	Nova Scotia—					
4	Baker's Cove	1886	A. Cain	7	75	" "
5	Blanche	1889	W. A. B. Smith	7	75	" "
6	Clark's Harbour	1900	T. N. Nickerson	7	75	" "
7	Canso	....	W. R. Matthews	7	75	" "
8	Devil's Island	1885	B. H. Henneberry.	7	75	" "
9	Duncan's Cove	1886	J. W. Holland	7	75	" "
10	Herring Cove	1885	J. Gorman	7	75	" "
11	Pictou Island	1889	Alex. Currie	7	75	" "
12	Port Mouton	1889	Walter Cook	7	75	" "
13	Scatarie	1885	J. T. Martel	7	75	" "
14	Seal Island	1880	Thos. Symonds	7	250	$100 per annum
15	St. Paul's Island	1885	Supt. Humane Establishment.	3	.....	$300 each per annum
16	White Head	1890	H. P. Monroe	7	75	$2 per drill and extra when saving life.
17	Sable Island	1885	G. Soderberg.. / J. Ritcey.....	..... /	250 / 250	Paid as island staff
	Prince Edward Island—					
18	Priest Pond	1909	J. J. Ryan	7	75	$2 per drill and extra when saving life.
19	Charlottetown	1907	.....	.....	.....	" "
20	Souris	1907	N. McIntosh	7	75	" "
21	Alberton	1907	John Champion.	7	75	" "
	British Columbia—					
22	Pachena / Banfield	1909 / 1907	W. H. Gillen	.....	40 per m. / 75 per m.	$50 for engineer, $45 for two men per month.
23	Uclulet	1908	A. W. Lyche	6	75 per m	$60 per month for men during season and $100 per annum when boat is not in commission. Volunteers 50 cents per hour when required.
24	Tassiat	1907	W. Kennedy	1	60	Patrol
25	Clayoquot	1908	J. Chesterman.	7	75	$60 per month when employed. Volunteers 50 cents per hour when required.
26	Seven Mile Creek	1909	R. E. Daykia	1	60	.....

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	$			
Beebe-McLellan twin screw, motor boat.	2,500	Sorel, P.Q	Full regulation	New station built and telephone communications established between Grand Rock, Little Wood Island and Seal Cove.
Race point surf-boat, 24 feet long.	225	"	"	
Beebe-McLellan self-bailing	225	"	"	Boathouse to be built.
Dobbin's pattern self-righting, 25 feet long.	575	Dartmouth, N.S.		Iron rails laid in 1900.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	"		New boat, 1901.
Beebe-McLellan self-bailing, 25 feet long, low ends.	250	"		Boathouse completed June 7, 1909.
Dobbin's pattern, surf-boat, self-bailing, 25 feet long.	575	"	"	Lyle gun at this station.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	"	Lyle gun at this station and new boat in 1903.
" "	250	"	"	
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S.	"	
" "	575	"	"	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	"	New boat in 1903.
Beebe-McLellan boat on east side.	240			
Beebe-McLellan boat on west side.	240	Halifax, N.S	"	
Beebe-McLellan self-bailing, 25 feet long, low ends.	250	Shelburne, N.S.		Lyle gun here since 1903.
Dobbin's pattern, surf-boat, self-bailing, 25 feet long.	575	Dartmouth, N.S.		
Two Dobbin's pattern, self righting and bailing, and one Beebe-McLellan surf-bailing.	1,100	Halifax, N.S.		Lyle gun and rocket apparatus at this station. Coxswain under control of Supt. of Humane Establishment.
Board of Trade apparatus		England		
Beebe McLellan self-bailing	225	Shelburne, N.S.	"	
" "	225	"	"	
"	225	"	"	Rocket apparatus has been placed and house for the same.
Doherty's Improved Beebe-McLellan, 25 feet long.	575	Vancouver Shipyard Co., Vancouver, B.C.		Placed at Pachena Bay.
Self-righting self-bailing power lifeboat, 36 feet long.	1,184 52	Bayonne City, U.S.A.		New motor boat and Lyle gun in combination with Pachena Bay.
Doherty's Improved Beebe-McLellan, 25 feet long.	575	Vancouver Shipyard Co.		
" "	575	"		

LIFE-SAVING Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's salary. — Per annum.	Pay of crew.
					$	
	Ontario—					
	Great Lakes—					
27	Cobourg	1882	D. Rooney	7	75	$2 per drill and extra when saving life.
28	Collingwood	1885	G. F. Watts	7	75	" "
29	Goderich	1886	D. MacKay	7	75	$2 per drill and extra when saving life.
30	Kincardine	1903	Thos. McGaw	7	75	" "
31	Long Point	1902	Geo. Wisner	7	75	1st April to Dec., Cox. $60 per month Crew $50 per month, $15 board.
32	Point Pelee	1900	L. Wilkinson	7	75	1st April to 15 Dec., Cox. $60 per month Crew $50 per month, $15 board.
33	Port Hope	1889	W. T. Clark	7	75	" "
34	Port Stanley	1885	J. R. Moore	7	75	" "
35	Toronto Island	1883	Wm. Ward	7	75	" "
36	Consecon	1898	John O. McLean	7	65	" "
37	Southampton	1907	John A. MacAuley.	7	75	" "

NOTE—There are several other places in Canada, not regularly organized, which receive support from N.S., Cape Tormentine, N.B., and Wellington on Lake Ontario. There is also a life saving station at

by the Dominion Government—*Concluded.*

Description of boat.	Cost.	Where built.	Equipment.	Remarks.
	$			
Dobbin's pattern, self-righting and bailing.	750	Goderich, Ont..	" ..	
Beebe-McLellan self-bailing surf-boat.	375	Collingwood, O..	" ..	New boat in 1896.
Surf-boat	330	Collingwood, O.	Full regulation..	New boat in 1892.
Beebe-McLellan self-bailing, surf-boat.	350	" ..	" ..	New boat in 1903.
Surf-boat.....	500	" ..	" ..	Station moved to East end of Point. Telephone communication being established.
"	350	" ..	" ..	A tramway has been contructed at this station.
Dobbin's pattern, self-righting and bailing.	620	Goderich, Ont..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	350	Collingwood, O..	" ..	
Dobbin's pattern, self-righting and bailing.	600	Goderich, Ont..	" ..	Removed from Popular Point in 1900.
" " ..	750	" ..	" ..	Removed from Wellington in 1893.
Beebe-McLellan surf-boat, self-Bailing.	330	Collingwood, O.	" ..	

the Dominion Government, where there is a life-saving service of more or less importance, such as Halifax, Victoria, B.C., maintained by the Victoria Life Saving Association.

EXPENDITURE IN LIFE-SAVING SERVICE TO MARCH 31, 1911.

General account	$11,179 53
Nova Scotia—	
Baker's cove	283 22
Blanche	324 40
Clark's harbour	346 00
Devil's island	271 00
Duncan's cove	301 25
Halifax	196 13
Herring cove	276 00
Pictou	404 90
Port Mouton	277 90
Scatarie	345 00
Seal island	687 50
Whitehead	271 00
Westport	365 00
Canso	358 77
Grand Entry	584 89
Prince Edward Island—	
Alberton	171 52
Charlottetown	297 55
Cascumpeque	208 29
Priest Pond	396 68
Souris	396 55
New Brunswick—	
Escuminac	1,460 42
Grand Manan	90 00
Richibucto	374 60
Little Wood island	6,680 56
Ontario—	
Cobourg	570 00
Collingwood	304 34
Goderich	470 71
Kincardine	299 03
Long Point	2,799 97
Pelee	1,838 25
Port Hope	341 78
Port Rowan	488 55
Port Stanley	327 89
Toronto	562 39
Weller's bay	389 93
Southampton	220 50
British Columbia—	
Banfield	10,074 02
Clayoquot	4,196 30
Cloose	120 00
Seven Mile creek	225 02
Ucluelet	5,119 25
Total expenditure to March 31, 1911	55,406 59

APPENDIX No. 16.

LIVE STOCK SHIPMENTS.

LIST of shipments of live stock from St. John, N.B., during season of 1910-11.

Months	Sheep.	Cattle.	Horses.	U. S. Cattle.
1910.				
December		1,225		1,150
1911.				
January				
February	1,499	76	9	76
March	1,009	626		626
April		1,374	10	689
	2,508	3,301	19	2,541

DIFFERENT Ocean Lines by which live stock was shipped, during the season of 1910-11, from St. John, N.B.

Steamer.	Sheep.	Cattle.	Horses.
Athenia		111	
Canadian Pacific	2,508	2,809	
Cassandra			9
Donaldson			10
Manchester		381	
	2,508	3,301	19

DIFFERENT Ocean Lines by which stock was shipped from the Port of Montreal, during season of 1910.

Steamers.	Sheep.	Cattle.	Horses.
Allan Line		5,618	11
Athenia		1,685	11
British and North Atlantic Line		12,878	
Cairn Line		12,577	
Canadian Pacific Railway		28,019	31
Cassandra		1,200	3
Dominion		698	
Donaldson		4,654	35
Manchester		4,684	
Parthania		524	
Elder Dempster			280
Sir Alfred N. Jones Line	248	18	
	248	72,555	467

RECORD of Live Stock shipped from the Port of Montreal during season of 1910.

Months.	Sheep.	Cattle.	Horses.	U. S. Cattle.
May	...	6,966	27	
June	...	8,067	12	
July	...	12,731	101	33
August	83	12,551	132	
September	...	10,466	13	
October	167	12,177	20	14
November	...	9,597	192	132
	248	72,555	497	179

United States cattle included in the total of 72,555, Three hundred and seventy-eight mules included in the total of (497 horses).

COMPARATIVE STATEMENT of the number of Cattle shipped from Canada to British ports from the years 1902-3 to 1910-11.

—	Sheep.			Cattle.			Horses.			Totals.		
	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Sheep.	Cattle.	Horses.
1910-11...	248	2,508	Nil	72,555	3,301	Nil	497	19	Nil	2,756	75,856	516
1909-10...	1,616	Nil	"	94,314	4,632	"	286	Nil	"	1,616	98,946	286
1908-9....	10,111	151	"	99,830	22,923	3,097	116	65	"	10,262	125,850	181
1907-8 ...	11,585	4,168	"	96,977	20,210	Nil	174	51	"	15,753	127,187	225
1906-7....	10,791	1,371	"	128,160	31,148	"	661	57	"	12,162	159,308	718
1905-6....	19,077	3,971	"	126,871	33,543	1,042	568	79	"	23,048	161,456	647
1904-5....	49,422	17,283	"	108,553	33,833	745	279	213	"	66,715	143,131	492
1903-4....	57,741	23,428	1,475	133,594	25,855	5,456	361	31	31	82,644	164,905	423
1902-3....	61,017	19,310	426	147,201	37,453	3,856	373	115	17	80,753	188,510	503

APPENDIX No. 17.

SIGNAL SERVICE, CANADA.

CITADEL SIGNAL STATION.

RECORD of Shipping as per record folio, from April 1, 1910 to March 31, 1911.

Months.	Men of War, British.			Men of War, Foreign.			Steamers, 1st Class.			Steamers, 2nd Class.			Ships, Barques and Barquentines.			Brigs and Brigantines.			Schooners, 3 masts or bearing Pt. Signal.			Monthly Totals.		
1910-1911.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
April	...	...	...	...	...	...	54	54	...	33	33	...	3	3	...	...	...	...	2	2	...	92	92	...
May	2	2	...	...	...	...	40	40	..	57	57	...	2	2	...	...	...	...	7	7	...	108	108	...
June	...	...	...	...	...	...	46	45	1	62	62	...	2	2	...	...	...	...	6	6	...	16	15	1
July	...	...	...	...	...	...	49	48	1	70	70	...	1	1	...	...	...	...	6	6	...	126	125	1
August	...	...	...	...	...	...	62	58	4	73	73	...	2	2	...	1	1	..	7	7	...	145	141	4
September	...	...	...	...	...	...	55	52	3	66	66	...	...	...	...	1	1	...	15	14	1	137	133	4
October	*1	1	...	...	...	...	50	49	1	60	60	...	...	...	...	2	1	1	11	11	...	124	122	2
November	2	2	..	...	...	...	51	50	1	65	65	...	...	...	...	1	1	...	5	5	...	124	123	1
December	...	...	...	...	...	...	58	58	..	59	59	...	...	...	...	...	...	...	15	15	...	132	132	...
January	...	...	...	...	...	...	60	59	1	36	36	...	...	...	...	...	...	...	3	3	...	99	98	1
February	...	...	..	...	...	...	55	55	...	24	24	...	...	...	...	...	...	...	4	4	...	83	83	...
March	...	..	...	...	...	...	74	74	...	34	34	...	1	1	...	...	...	...	4	4	...	113	113	...
Totals	5	5	...	...	...	...	654	642	12	639	639	...	11	11	...	5	4	1	85	84	1	1399	1385	1

Total vessels reported 1,399
" arrived 1,385
" passed 14

HALIFAX, N.S., April 4, 1911.

P. S. BENOIT, Capt. R.C.E.,
Superintendent of Signals.

APPENDIX No. 18.

SABLE ISLAND.

Sable Island, December 28, 1910.

To Charles H. Harvey, Esq.,
Agent Marine and Fisheries,
Halifax, N.S.

Sir,—The following report is submitted for the year 1910:—

WRECKS AND CASUALTIES.

June 18.—Norwegian steamship *Heindal*, 1,857 tons, Capt. Gabrulsen, from Santos to New Brunswick, struck south side, 4 miles east of No. 1 station; crew saved. Efforts to refloat her were not successful and she became a total loss.

December 5.—An unknown schooner ran on the N.W. wet bar during the afternoon. Got off again without assistance.

BOATS AND APPARATUS.

No change in the condition or position of boats since last reported. A new 'Beebe-McLellan' lifeboat was received late in the year, to replace the *Grace Darling* condemned.

PATROL.

The island was patrolled on service 97 times. Sixty-three times in the morning, and 34 times at night.

STAFF CHANGES.

Douglas Henneberry succeeded Reuben Naugle as keeper of No. 2 station in April.

Walter Blank succeeded A. J. Horne as keeper of west end light on July 2. Blank was succeeded by John Edwards, October 20.

BUILDING AND REPAIRS.

No. 1 Station.—Concrete wall built under south end of cattle barn; also concrete manure pit.

Small boathouse, 12′ by 24′ built near lake to accommodate small boats used in the lake.

West Light.—Tower painted two coats. New sill under barn and general repair. Oil house repaired and some small repairs to dwelling.

No. 3 Station.—Some general repairs to all buildings.

FARMING.

A wet season gave good crops in nearly everything planted. Potatoes were especially good, both in quality and yield. Cultivated hay was also very fine, as was also the wild hay, and sufficient was made, with the addition of a carload sent from Halifax, to supply the stock.

Live stock on hand—

65 head cattle.
30 trained horses.
1 imported stallion
4 imported mares.
6 hogs.
200 wild ponies.

Stock killed—

6 beeves weighing 3,881 lbs.
13 hogs weighing 2,124 lbs.

Shipped—

116 barrels cranberries.
30 ponies to Newfoundland.
6 ponies to Halifax. One returned.
5 barrels salted hides.
1 cask oil.

Salved by ex-SS. 'Skidby'—

23 tons of coal.

Teaming was done for the Halifax Wrecking Co., also for Chas. Brister & Son, Ltd., in connection with the salving operations on SS. *Heindal.*

CENSUS, DECEMBER 28, 1910.

No. 1 Station.—Supt. R. Boutilier and family, 3; Carpenter, Wm. Byrne; Cook, Jos. Thompson; Supernumerary, J. Dunne; Boatmen, M. Noonan, A. Whare, E. McGrath, V. Horne, A. Dunsworth, 8—11.

No. 2 Station.—Keeper, Douglass Henneberry; Asst. Allan Henneberry—2.

No. 3 Station.—Keeper, Stewart Glazebrook and family, 3; Assistant, Alex. Henneberry, 1—4.

No. 4 Station.—Keeper, Gustav Soderburg and wife, 2; Ernest DeYoung, 1—3.

East Light.—John Gregoire and family, 6; Assistant, Henry Naugle, 1—7.

West Light.—John Edwards and family, 5; Assistant, James Horne, 1—6.

Marconi Wireless Station.—Newman, P. Healey, G. Watson, A. Gardner; Cook, W. White—5.

Total—38.

R. BOUTILIER,
Superintendent, Sable Island.

APPENDIX No. 19.

MASTERS AND MATES' CERTIFICATES.

During the twelve months ended March 31, 1911, the following grades of certificates were issued to masters and mates:—19 masters', 12 mates' and 14 second mates' sea-going certificates of competency; 74 masters' and 50 mates' coasting certificates of competency; 36 masters' and 40 mates' inland waters certificates of competency; 50 masters' and 35 mates' minor inland waters certificates of competency; 1 master's coasting certificate of service; and 22 masters' temporary certificates.

The total amount collected in the way of fees for certificates during the twelve months ended March 31, 1911, was $4,446.61 and the amount expended on account of this service was $5,801.62, an excess of expenditure over receipts of $1,355.01.

The following statement shows the total receipts and expenditures on account of masters and mates during the last ten years.

	Expenditure.	Receipts.
	$ cts.	$ cts.
For the fiscal year ended June 30 1902	3,305 59	5,288 52
" " 1903	4,968 36	5,790 50
" " 1904	7,761 17	4,795 00
" " 1905	5,884 74	4,643 85
" " 1906	7,068 15	5,526 00
" ended March 31 1907 (nine months)	5,934 16	2,294 50
" " 1908	11,508 31	4,306 05
" " 1909	8,244 56	4,192 50
" " 1910	6,662 52	4,314 50
" " 1911	5,801 62	4,446 61
Expenditure	67,139 18	45,598 03
Receipts	45,598 03	
Excess of expenditure over receipts	21,541 15	

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1910.

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909					$
5754	April 1	Alexander Brown	Mate	Owen Sound, Ont.	Windsor, Ont.	6 00
5755	" 1	Harve Alton Irving	"	Hamilton, Ont.	"	6 00
5756	" 1	William Taylor	"	Waubuno, Ont.	"	6 00
5757	" 1	George A. Davis	Master	Smith's Falls, Ont.	Ottawa, Ont.	15 00
5758	" 1	Jas. Eldridge McDonald.	"	Esquimalt, B.C.	Victoria, B.C.	15 00
5759	" 1	John Alexander Orr	"	Jardineville, N.B.	Yarmouth, N.S.	15 00
5760	" 1	Stephen Patrick Ahern	"	Port Dalhousie, Ont.	Toronto, Ont	15 00
5761	" 1	Wm. Matthew Thomas	"	Port Robinson, Ont.	"	15 00
5762	" 1	Robert Scott Misner	"	Sault Ste. Marie, Ont.	Collingwood, Ont.	15 00
5763	" 1	Clement E. Miller	"	Halifax, N.S.	Halifax, N.S.	15 00
5764	" 1	Albert John Moran	Mate	"	"	6 00
5765	" 1	Hector McLean	"	Maxwell, Ont.	Collingwood, Ont.	6 00
5766	" 1	Ovila Seguin	"	Hudson Heights, P.Q.	Ottawa, Ont.	6 00
5767	" 1	Harry Robert Storey	"	Collingwood, Ont.	Collingwood, Ont.	6 00
5768	" 1	Wm. Lawrence Yates	"	Vancouver, B.C.	Vancouver, B.C.	6 00
5769	" 1	Otto Ludlow Estabrooks.	"	Okanagan, Landing.	"	6 00
5770	" 1	Henry Clarke	"	Waupoo East, Ont.	Toronto, Ont.	6 00
5771	" 1	Alfred Edward Fraser	"	Keewatin.	West Selkirk, Man.	6 00
5772	" 1	Chas. Ashley Murdoch	"	Sherbrooke. N.S.	Halifax, N.S.	6 00
5773	" 1	Wm. F. Nuttall.	Master	Port Arthur, Ont.	Port Arthur, Ont.	15 00
5774	" 1	Imrie Andrew Thompson	"	"	"	15 00
5775	" 1	Angus Gordon Mackay	Mate	Owen Sound, Ont.	Toronto, Ont.	6 00
5776	" 1	Thos. Francis Murphy	Master	Elgin, Leeds, Ont.	Collingwood, Ont.	15 00
5777	" 1	Robert Edwin Nuttall	"	Port Arthur, Ont.	Port Arthur, Ont.	15 00
5778	" 1	George Philemon Stitt	"	Fort William, Ont.	"	15 00
5779	" 1	Angus Morrison	"	Port Arthur, Ont.	"	15 00
5780	" 1	Edward McDonald	"	"	"	15 00
5781	" 1	Harry Friday	Mate	"	"	6 00
5782	" 1	John Edward Bradden	Master	Kingston, Ont	"	15 00
5783	" 1	Joseph Friday	"	Port Arthur, Ont.	"	15 00
5784	" 1	Wm. C. Thompson	"	"	"	15 00
5785	" 1	Oswald Marin	"	"	"	15 00
5786	" 1	Francis John Ames	Master (temp. cert.)	Muskoka, Ont.	Collingwood, Ont.	5 00
5787	" 1	Joseph Harris Daball	Master (temp. cert.)	Parry Sound, Ont.	"	5 00
5788	" 26	James Godin	Master	Dalhousie, N.B.	Charlottetown, P.E.I.	15 00
5789	" 26	Alexander Geddes	Mate	Hamilton, Ont.	Windsor, Ont.	6 00
5790	" 30	Dougald McIntyre	Master	Owen Sound, Ont.	Collingwood, Ont.	15 00
5791	" 30	Joseph E. Ouellette	Mate	Lachine, P.Q.	Montreal, P.Q.	6 00
5792	" 30	William McGrath.	Master	Port Wade, N.S.	Yarmouth, N.S.	15 00
5793	" 30	Thomas Neville	"	Collingwood, Ont.	Collingwood, Ont.	15 00
5794	" 30	Brenton Young	"	Summerville, N.S.	Yarmouth, N.S.	15 00
5795	" 30	William Apt	"	Granville Ferry, N.S.	"	15 00
5796	" 30	William C. Lediard	"	Midland, Ont.	Toronto, Ont.	15 00
5797	" 30	James Dixon	"	Port Dalhousie, Ont.	"	15 00
5798	" 30	Ernest A. Johnson	"	L'Orignal, P.Q.	Montreal, P.Q.	15 00
5799	" 30	Malcolm F. MacDonald	"	Vancouver, B.C.	Vancouver, B.C.	15 00
5800	" 30	Charles A. Britton	Master (temp. cert.)	Sturgeon Falls, Ont.	Toronto, Ont.	5 00
5801	" 30	William Taylor	Master	Bellerran, Newfld.	Port Arthur, Ont.	15 00
5802	" 30	James A. Cuthbert	Mate	Lakeport, Ont.	Toronto, Ont.	6 00
5803	" 30	John Albert Scott	Master	Victoria Harbor, Ont.	"	15 00
5804	" 30	George James Vent.	"	"	"	15 00
5805	" 30	Wilford Jewitt	"	Penetanguishene, Ont.	Collingwood, Ont.	15 00
5806	" 30	" "	Mate	"	"	6 00
5807	" 30	Christopher L. Allen	Master	Port Dalhousie, Ont.	Windsor, Ont.	15 00
5808	" 30	Joseph John Walsh	"	Young's Point, Ont.	Ottawa, Ont.	15 00
5809	" 30	Thomas E. Jones	Mate	Sault Ste. Marie, Ont.	Windsor, Ont.	6 00
5810	" 30	Addison S. Hayward	Master	Wallaceburg, Ont.	"	15 00
5811	" 30	John Halcolm Allen	Mate	Sarnia, Ont.	"	6 00
5812	" 30	Matthew C. McCaw	Master	North Bay, Ont.	Collingwood, Ont.	15 00
5813	" 30	Charles Kane	"	Halifax, N.S.	Yarmouth, N.S.	15 00
5814	" 30	John Thomas McLaine	"	Charlottetown, P.E.I.	Charlottetown, P.E.I.	15 00

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, during the twelve months ended 31st March, 1910—*Continued.*

No. of Certificate	Date of Certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909					$
5815	April 30	Joseph Henry Glass	Mate	Sarnia, Ont	Windsor, Ont	6 00
5816	" 30	Malcolm McKinnon	Master	Nelson, B.C	Victoria, B.C	15 00
5817	" 30	Angus D. McDonald	"	Canso, N.S	North Sydney, N.S.	15 00
5818	" 30	Henri Caza	Master	Cornwall, Ont	Ottawa, Ont	15 00
5819	" 30	Thomas Arthur Brown	Mate	Southampton, Ont	Windsor, Ont	6 00
5820	" 30	Robert Wilson	"	Vancouver, B.C	Vancouver, B.C	6 00
5821	" 30	Isaac Butler	Master	" "	Vancouver, B.C	15 00
5822	" 30	William J. Merchant	Mate	Pembroke, Ont	Ottawa, Ont	6 00
5823	" 30	James Warner Rigney	Master	Sarnia, Ont	Windsor, Ont	15 00
5824	" 30	David A. Chambers	Mate	Courtwright, Ont	Windsor, Ont	6 00
5825	" 30	Herbert James Aitken	"	" "	Windsor, Ont	6 00
5826	" 30	John Vautier	Master	North Sydney, N.S	North Sydney, N.S	15 00
5827	" 30	Hugh Allan Cameron	"	Keewatin, Ont	West Selkirk, Man	15 00
5828	" 30	Abel Pearce	Mate	Strathcona, Alta	Edmonton, Alta.	6 00
5829	" 30	Samuel Duvall	"	Young's Point, Ont	Toronto, Ont	6 00
5830	" 30	William Cook	Master, (temp. cert.)	Granville, Ont	Ottawa, Ont	5 00
5831	" 30	Telesphore Martin	Master, (temp. cert.)	Point Fortune, Que	Montreal, P.Q	5 00
5832	" 30	Sidney Smith	Master, (temp. cert.)	Port Arthur, Ont	Kenora, Ont	5 00
5833	" 30	Thomas Binnie	Master, (temp. cert.)	" "	Kenora, Ont	5 00
5834	May 12	Lambert Pilon	Master, (temp. cert.)	Grenville, Que	Ottawa, Ont	5 00
5835	" 17	Howard Lord	Mate	Fryon, P.E.I	Charlottetown, P.E.I	6 00
5836	" 17	Julian Jacobson	Master	Prince Albert, Sask	Edmonton, Alta	15 00
5837	" 17	William N. Coughlin	"	Summerside, P.E.I	Charlottetown, P.E.I	15 00
5838	" 17	Oliver G. Kinnie	Mate	Vancouver, B.C	Vancouver, B.C	6 00
5839	" 17	Angus Allord	Master	Restigouche, N.B	St. John, N.B	15 00
5840	" 17	Delbert D. Clayton	"	St. John, N.B	St. John, N.B	15 00
5841	" 17	Burpee A. Barton	"	Range Queens Co. N.B.	St. John, N.B	15 00
5842	" 17	Howard B. Golding	"	St. John, N.B	St. John, N.B	15 00
5843	" 17	Charles D. MacLean	"	Chatham, N.B	Halifax, N.S	15 00
5844	" 17	Charles T. Livingstone	"	St. John, N.B	St. John, N.B	15 00
5845	" 17	Bernard Dolan	"	Annapolis, N.B	Halifax, N.S	15 00
5846	" 17	Charles Alex Webster	Mate	Lion's Head, Ont	Windsor, Ont	6 00
5847	" 17	James Caufield	Master	Westminster, B.C	Vancouver, B.C	15 00
5848	" 17	Angus McLeod	Mate	Proctor, B.C	Nelson, B.C	6 00
5849	" 17	Alban Robineau	Master	Montreal, P.Q	Montreal, P.Q	15 00
5850	" 17	Edward Miller	Master, (temp. cert.)	Peninsula, P.Q	Ottawa, Ont	5 00
5851	" 17	John Standly	Master, (temp. cert.)	Banff, Alta	Kenora, Ont	5 00
5852	" 17	John Cunningham	Master, (temp cert.)	Gaudette, P.Q	Ottawa, Ont	5 00
5853	" 17	Phidime Hamel	Master	Ste. Jean des Chaillons, P.Q	Ottawa, Ont	15 00
5854	June 8	Thomas Bell	Mate	Victoria, B.C	Victoria, B.C	6 00
5855	" 8	Wilfrid DeMontigny	Master, (temp. cert.)	Montreal, P.Q	Montreal, P.Q	5 00
5856	" 8	John Boden	Master	Vancouver, B.C	Vancouver B.C	15 00
5857	" 8	John Thompson	"	Rexton, N.B	Charlottetown, P.E.I	15 00
5858	" 8	James Hunter	Mate	Victoria, B.C	Victoria, B.C	6 00
5859	" 8	Thomas Thomson	Master	" "	Victoria, B.C	15 00
5860	" 8	James McGuire	"	Amherstburg, Ont	Windsor, Ont	15 00
5861	" 8	Willis Balcom	"	Victoria, B.C	Victoria, B.C	15 00
5862	" 8	John Joseph Smith	Mate	Kamloops, B.C	Vancouver, B.C	6 00
5863	" 8	Frank Wm. Broughton	Master	Harrop's, B.C	Nelson, B.C	15 00
5864	" 8	William G. Bartley	Mate	Fort Frances, Ont	West Selkirk, Man	6 00
5865	" 8	John Joseph Moore	"	Victoria, B.C	Victoria, B.C	6 00

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1910—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909					$
5866	June 8	Thomas Cliffe	Mate	Victoria, B.C.	Victoria, B.C.	6 00
5867	" 8	William Henry Wilson	"	Hamilton, Ont.,	Ottawa, Ont	6 00
5868	" 8	Robert Fullerton	Master	Toronto, Ont	Toronto, Ont.	15 00
5869	" 8	Israel Desfarge	Master, (temp. cert.)	Calumet, P.Q.	Ottawa, Ont	5 00
5870	" 8	Thomas Christinson	Master, (temp. cert.)	Wako, Ont	Kenora, Ont	5 00
5871	" 18	Joseph Arthur Larochelle	Master	Mattawa, Ont	Temiscaming, Que	15 00
5872	" 18	Ritchie Roy Spicer	"	Vancouver, B.C.	Vancouver, B.C.	15 00
5873	" 18	George W. Blanchard	"	Toronto, Ont	Toronto, Ont.	15 00
5874	" 18	Thomas Robinson	"	Kenora, Ont	West Selkirk, Man	15 00
5875	" 18	George D. de Teissier Prevost	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
5876	" 18	David Bourgault	Master	St. Roch des Aulnets, P.Q.	Ottawa, Ont	15 00
5877	" 18	Napoleon Roy	Master, (temp. cert.)	Wako, Ont	Kenora, Ont	5 00
5878	July 14	William P. Tinkiss	Mate	Uffington Village, Ont.	Ottawa, Ont	6 00
5879	" 14	James Russell	Master, (temp. cert.)	Wyebridge Village, Ont	Collingwood, Ont.	5 00
5880	" 14	Herbert Mose Parent	Mate	Windsor, Ont.	Windsor, Ont.	6 00
5881	" 14	Cyril Godfrey Hilder	Master	Port Haney, B.C.	Vancouver, B.C.	15 00
5882	July 14	John Franklin Edwards	Master	Vancouver, B.C	Vancouver, B.C.	15 00
5883	" 14	Hugh Harry Bostock	Master, (temp. cert.)	West Selkirk, Man.	West Selkirk, Man.	15 00
5884	" 14	Horatio H. Brannen	Master	Clark's Harbour, N.S.	Yarmouth, N.S.	15 00
5885	" 14	Donald Russell Fraser	Mate	Rosseau, Ont.	Collingwood, Ont.	6 00
5886	" 14	Robert R. Russell	Master	Digby, N.S	Yarmouth, N.S.	15 00
5887	" 14	Walter Robson	"	Vancouver, B.C	Vancouver, B.C.	15 00
5888	" 14	"	Mate	"	Vancouver, B.C.	6 00
5889	" 14	William Henry Hall	Master	Winnipeg, Man.	Selkirk, Man.	15 00
5890	" 14	Daniel M. MacDonald	"	South Gut C.B., N.S.	North Sydney, N.S	15 00
5891	" 14	James Laurence	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
5892	" 14	Peter Boyer	Master, (temp. cert.)	Penetang, Ont	Collingwood, Ont.	5 00
5893	" 19	Angus Rudolph	Master	Halifax, N.S.	Halifax, N.S.	15 00
5894	" 23	Nelson W. Miner	Mate	Dillonport, Ont.	Collingwood, Ont.	6 00
5895	Aug. 4	Alva Morley Snider	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
5896	" 4	Henry V. Matthews	"	Lockport, N.S.	Yarmouth, N.S.	15 00
5897	" 4	Francis Thomas Dodds	Master, (temp. cert.)	Kenora, Ont.	Kenora, Ont	5 00
5898	" 4	Joseph Octave Blondin	Master	Haileybury, Ont.	Ottawa, Ont	15 00
5899	" 4	Alexander McLean	"	Loggieville, N.B	Charlottetown, P.E.I.	15 00
5900	" 7	Robert Alex. MacLean	"	Chatham, N.B.	Charlottetown, P.E.I	15 00
5901	" 13	Robert Thomas Drever	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
5902	" 13	Cyril H. McAlpine	"	Winnipeg, Man.	West Selkirk, Man	6 00
5903	" 13	John Morel, Jr	Master, (temp. cert.)	St. Henri de Taillon, P.Q.	Montreal, P.Q.	5 00
5904	" 13	Charles E. Dawson	Master, (temp. cert.)	Montreal, P.Q		5 00
5905	" 13	Frederick H. Hickey	Master, (temp. cert.)	Peterboro, Ont.	Collingwood, Ont.	5 00
5906	" 13	Wallace H. Smith	Master	Parrsboro, N.S	Yarmouth, N.S.	15 00
5907	" 23	Job A. Crowell	"	Clark's Harbour, N.S.	"	15 00
5908	Sept. 9	Henry Hingley	"	Port Hillford, N.S.	Halifax, N.S.	15 00
5909	" 9	Arthur Gorham	"	Woods Harbour, N.S.	Yarmouth, N.S.	15 00
5910	" 9	Gilbert A. Ward	"	Sapperton, B.C.	Vancouver, B.C.	15 00
5911	" 9	John Baillies	Mate	Vancouver, B.C.	"	6 00
5912	" 9	John James McPhee	Master	Victoria, B.C.	Victoria, B.C.	15 00
5913	" 9	Auston Christian	"	Halifax, N.S.	Yarmouth, N.S.	15 00
5914	" 9	Edouard Valois	"	St. Ignace de Loyola, P.Q.	Ottawa, Ont	15 00
5915	" 9	James Carmichael	"	raeside, Ont.	"	15 00

LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909.					$
5916	Sept. 9	Jean Bapt. Belanger....	Master.....	Mattawa, Ont.....	Ottawa, Ont.....	15 00
5917	" 9	Ithamar Stephens.	"	Lockeport, N.S.....	Yarmouth, N.S ..	15 00
5918	" 9	William McPhee..	"	Sambro, N.S....	Halifax, N.S.....	15 00
5919	Oct. 6	William Dexter Pyke....	Master, (temp. cert.)	O'Brien.....	Kenora, Ont.	5 00
5920	" 6	James M. Shackleton. ..	Master, (temp. cert.)	Dryden, Ont.....	"	5 00
5921	" 6	Robert Henry Trachsler.	Mate.....	Vancouver, B.C.....	Victoria, B.C.....	6 00
5922	" 6	Harry Stewart Hughes..	Master.....	Victoria, B.C	Vancouver, B.C..	15 00
5923	" 6	Thomas H. Johnston....	"	Port Dalhousie, Ont...	Windsor, Ont.....	15 00
5924	" 6	Augure Langelier.	Mate...	L'Islet, P.Q	Montreal, P.Q....	6 00
5925	" 6	Henry A. McCarthy....	Master.....	Arrowhead, B.C.....	Victoria, B.C.....	15 00
5926	" 6	Edward Keans.....	"	Port Wade, N.S	Yarmouth, N.S...	15 00
5927	" 8	Simeon Wooden...	Mate.....	Halifax, N.S.....	Halifax, N.S.....	6 00
5928	" 11	John Linton Tough.... .	"	Vancouver, B.C.. .. .	Vancouver, B.C..	6 00
5929	" 22	Willlam E. Cates.....	Master.....	Vancouver, B.C.....	Victoria, B.C.....	15 00
5930	" 22	Robie Hebert Frellick...	"	Hunt's Point, N.S....	Halifax, N.S....	15 00
5931	" 22	Frank K. Crosby.....	"	Yarmouth, N.S..... .	Yarmouth, N.S...	15 00
5932	" 22	Herbert N. McMaster...	Mate.....	Toronto, Ont.....	Montreal, P.Q....	6 00
5933	Nov. 3	William L. MacLeod....	"	Halifax, N.S.	North Sydney, N.S	6 00
5934	" 3	James Thoburn.....	Master.....	East Jordan, N.S.....	Halifax, N.S.	15 00
5935	" 3	James Schmeisser.....	Mate.....	Middle La Have, N.S.	Yarmouth, N.S...	6 00
5936	" 3	Gabriel D. Pentz	"	West La Have, N.S...	" ...	6 00
5937	" 3	John William Meyer....	"	OrmeGardens, England	Vancouver, B.C...	6 00
5938	Dec. 14	Nils Sture Nilson.....	Master..	Victoria, B.C.....	Victoria, B.C.....	15 00
5939	" 14	Donald McKay.....	Mate'	Caribou, Y.T.....	" ...	6 00
5940	" 14	Alfred Elmer Lewis.....	"	Victoria, B.C.	"	6 00
5941	" 14	Louis P. D'Entremont...	Master.....	West Pubnico, N.S ...	Yarmouth, N.S...	15 00
5942	" 14	James Lowe.....	"	Clark's Harbour, N.S..	" ...	15 00
5943	" 14	Webster Hamilton.....	"	Lower Argyle, N.S....	" ...	15 00
5944	" 14	William B. Smith.....	"	West Head, N.S.....	" ...	15 00
5945	" 14	Wm. Francis Howell....	"	Thorold, Ont.	Ottawa, Ont.....	15 00
5946	" 14	William John Boyce....	Master..	Nanaimo, B.C.....	Victoria, B.C.....	15 00
5947	" 16	Eddie Legault.... . .	"	Ste. Anne de Bellevue, P.Q.	Montreal, P.Q ...	15 00
	1910.					
5948	Jan. 18	Edward H. McConkey..	"	Barrie, Ont.	Windsor, Ont.....	15 00
5949	" 18	Francis Thomas Sinnott.	"	Penetanguishene, Ont.	"	15 00
5950	" 18	Stewart Bain English.. .	"	Little Current, Ont...	Collingwood, Ont.	15 00
5951	" 18	John Weston.	"	Rexton, N.B..... ...	Yarmouth, N.S...	15 00
5952	" 18	Donat Laroche.....	"	Sorel, P.Q.....	Montreal, P.Q....	15 00
5953	" 18	John M. Guild..	Mate.....	Kingston, Ont.....	"	6 00
5954	" 18	William Mainville.....	Master.....	Rockland, Ont.	"	15 00
5955	" 18	Barry Alban Sullivan....	Mate..... ...	Cornwall, Ont.....	"	6 00
5956	" 18	Stanley Harris.....	"	Victoria, B.C.....	Victoria, B.C.....	6 00
5957	" 18	William English.....	Master..... .	"	"	15 00
5958	" 18	James Arthur Goodwin.	"	Toronto, Ont.	Toronto, Ont. ...	15 00
5959	" 18	Harry Leaney..... .	Mate.....	Owen Sound, Ont. .	Windsor, Ont.....	6 00
5960	" 18	William Carson.	Master.	Midland, Ont...	"	15 00
5961	" 18	Robert Orr McLeod.....	Mate.....	Picton, Ont.	Toronto, Ont.....	6 00
5962	" 18	Charles Mahoney.....	"	Elgin, Ont.....	Montreal, P.Q...	6 00
5963	" 18	John Fraser..... .	Master (temp. cert.)	Parry Harbour, Ont...	Collingwood, Ont.	5 00
5964	Feb. 14	Ernest W. Baker.	Mate.	Batteau, Ont.	" .	6 00
5965	" 14	Ernest F. Raeburn	"	Soo Michigan....	" .	6 00
5966	" 14	Frank Ironside.	"	Collingwood, Ont.	" .	6 00
5967	" 14	John W. McCannel.	Master.	"	" .	15 00
5968	" 14	Joshua G. Corson.	Mate	"	" .	6 00
5969	" 14	William F. Bagley.....	"	"	" .	6 00
5970	" 14	Theodore S. Seaman	Master (temp. cert.)	Sauble Falls, Ont.....	" .	5 00
5971	" 14	Neil Samuel Livingstone	Master.	Collingwood, Ont. ...	" .	15 00
5972	" 14	John H. Hudson..	Mate.....	Midland, Ont.....	" .	6 00
5973	" 14	John Lawrence.	Master.....	Vancouver, B.C.	Vancouver, B.C..	15 00

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
5974	Jan. 14	Austin Levy	Master	New Westminster, B.C.	Vancouver, B.C.	15 00
5975	" 14	"	Mate	"	"	6 00
5976	" 14	Fred Groth	"	Vancouver, B.C.	"	6 00
5977	" 14	Joseph E. Bernier	Master	St. Henri, Montreal, P.Q.	Montreal, P.Q.	15 00
5978	" 14	Arthur John Gibson	"	Aylmer, P.Q.	"	15 00
5979	" 14	Jean Bapt. Couillard	"	Beauharnois, P.Q.	"	15 00
5980	" 14	Raoul Chatel	Mate	St. Zotique, P.Q.	"	6 00
5981	" 14	Onesiphore Scherrer	"	Cape St. Ignace, P.Q.	"	6 00
5982	" 14	Alcide Caron	"	L'Islet, P.Q.	"	6 00
5983	" 14	Amedee Caron	"	"	"	6 00
5984	" 14	Donat Charland	Master	Sorel, P.Q.	"	15 00
5985	" 14	Stephen Patrick Ahern	Mate	Port Dalhousie, Ont.	Toronto, Ont.	6 00
5986	" 14	Thomas Allen	Master	Toronto, Ont.	"	15 00
5987	" 14	William Stalker	Mate	Penetang, Ont.	"	6 00
5988	" 14	Samuel Pearson	Master	Peterborough, Ont.	"	15 00
5989	" 14	William Copperthwaite	"	"	"	15 00
5990	" 14	Samuel McCaig	"	Toronto, Ont.	"	15 00
5991	" 14	Emanuel Ford	"	Channel, Newfoundl'd.	North Sydney, N.S.	15 00
5992	" 14	Severin Vignault	"	Magdalen Island, P.Q.	Yarmouth, N.S.	15 00
5993	" 14	Colin McLellan	Mate	Maitland, N.S.	"	6 00
5994	" 14	Rufus J. Belyea	Master	St. John, N.B.	"	15 00
5995	" 14	Alfred Cundick	Mate	Sombra, Ont.	Windsor, Ont.	6 00
5996	" 14	Henry Shiltroth	"	Owen Sound, Ont.	"	6 00
5997	" 14	Henry I. Matthews	Master	Lakeport, Ont.	"	15 00
5998	" 14	John Bernard	"	Amherstburg, Ont.	"	15 00
5999	" 14	Frank Charles Granville	Mate	Chatham, Ont.	"	6 00
6100	" 14	Robert Pyette	Master	Owen Sound, Ont.	"	15 00
6101	" 14	Henry Readfearn	"	Lakeport, Ont.	"	15 00
6102	" 14	David Henry Porter	Mate	Allenford, Ont.	"	6 00
6103	" 14	Robert R. Elder	"	Port Lambton, Ont.	"	6 00
6104	" 14	Joseph Bishop	"	Owen Sound, Ont.	"	6 00
6105	" 14	Frank A. McMann	Master	Thorold, Ont.	Collingwood, Ont	15 00
6106	" 14	William F. Bristow	"	Napanee, Ont.	"	15 00
6107	" 14	Hugh Stanley McLellan	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6108	" 14	Wm. Harvey Alexaner	"	"	"	15 00
6109	" 14	Emanuel Leduc	Mate	Valleyfield, P.Q.	Ottawa, Ont.	6 00
6110	Feb. 22	Alexander Wilson	Master	Sidney, B.C.	Victoria, B.C.	15
6111	" 22	Alexander F. McLennan	"	Midland, Ont.	Collingwood, Ont.	15
6112	" 22	John William S. Rutherford.	"	Wiarton, Ont.	"	15
6113	" 22	Alfred J. Northcott	Mate	Collingwood, Ont.	"	6
6114	" 22	Beecher P. Powell	"	Yarmouth, N.S.	Yarmouth, N.S.	6
6115	" 22	George W. Spears	"	Halifax, N.S.	"	6
6116	" 22	Wilbert Beatty	"	Midland, Ont.	Collingwood, Ont.	6
6117	" 22	Ruben D. Flower	Master	Gibson, N.B.	Yarmouth, N.S.	15
6118	" 22	Oscar Patterson	Mate	Toronto, Ont.	Toronto, Ont.	6
6119	" 22	George McIver	Master	Port Arthur, Ont.	"	15
6120	" 22	Robert Brechin	Mate	Bruce Mines, Ont.	"	6
6121	" 22	Charles Ross	Master	Dunville, Ont.	"	15
6122	" 22	John Mullen	Mate	Kingston, Ont.	Montreal, P.Q.	6
6123	" 22	Thomas Houde	Master	Les Fonds St. Antoine, P.Q.	"	15
6124	" 22	"	Mate	" "	"	
6125	" 22	David Lefave	Master	Garden Island, Ont.	"	1
6126	" 22	Joseph Forcier	"	Montreal, P.Q.	"	1
6127	" 22	Joseph Brais	Mate	Beauharnois, P.Q.	"	
6128	" 22	Phidime Fortin	"	L'Islet, P.Q.	"	9
6129	" 22	Alexander Cameron	"	Parkhill, Ont.	Windsor, Ont.	
6130	" 22	Archie Hogue	"	Breekeholm, Ont.	"	
6131	" 22	Allen Fraser	"	Vancouver, B.C.	Vancouver, B.C.	
6132	Mar. 7	Alfred E. Lewis	Master	Victoria, B.C.	Victoria, B.C.	1
6133	" 7	Samuel H. Balcom	"	"	"	1
6134	" 7	John Isbister	Mate	Foster Pier, B.C.	"	

LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	When examination was passed.	Fee.
	1910.					$ cts.
6135	March 7	Edward Walter Gray	Master	Victoria, B.C.	Victoria, B. C.	15
6136	" 7	Edward L. Knight	"	Collingwood, Ont.	Collingwood, Ont.	15
6137	" 7	Frank B. Cameron	Mate	"	"	6
6138	" 7	James C. Putman	"	Sombra, Ont.	Windsor, Ont.	6
6139	" 7	Walter S. Campbell	Master	Owen Sound, Ont.	"	15
6140	" 7	Nathaniel Barrett	"	"	"	15
6141	" 7	William C. McLaren	"	Port Dalhousie, Ont.	"	15
6142	" 7	Fred Kent	Mate	Owen Sound, Ont.	"	6
6143	" 7	Ulric Blais	Master	Lanoraie, P.Q.	Montreal, P.Q.	15
6144	" 7	Zenon Gosselin	Mate	Montreal, P.Q.	"	6
6145	" 7	Marcedonne Cournoyer	Master	"	"	15
6146	" 7	David Combe	Mate	Vancouver, B.C.	Vancouver, B.C.	6
6147	" 7	James A. Hughes	Master	Charlottetown, P.E.I.	Charlottetown, P.E.I.	15
6148	" 7	James S. Crouse	Mate	Conquevall Bank, N.S.	Lunenburg, N.S.	6
6149	" 7	James B. Poole	"	North Sydney, N.S.	NorthSydney, N.S.	6
6150	" 7	Leopold Lavigne	Master	Ottawa, Ont.	Ottawa, Ont.	15
6151	" 7	Otto Johnson	"	Toronto, Ont.	Toronto, Ont.	15
6152	" 7	John William Redner	"	Belleville, Ont.	"	15
6153	" 7	David W. Burke	"	Penetanguishine, Ont.	"	15
6154	" 7	Charles H. Casselman	Mate	Morrisburg, Ont.	"	6
6155	" 7	Harry B. Hunt	"	Gore Bay, Ont.	"	6
6156	" 7	William J. Bennett	Master	Sault Ste. Marie, Ont.	"	15
6157	" 7	James A. Fisher	"	Gore Bay, Ont.	"	15
6158	" 7	Frederick F. Foote	Mate	Fergus, Ont.	"	6
6159	" 7	Charles S. Niece	Master	Toronto, Ont.	"	15
6160	" 7	Albert H. Foote	Mate	Fergus, Ont.	"	6
6161	April 6	Salathiel Herman	Master	Lunenburg, N. S.	Halifax, N.S.	15 00
6162	" 6	Robert S. Orchard	Mate	St. John, N. B.	Yarmouth, N. S.	6 00
6163	" 6	John Strong Denton	"	Port Dalhousie, Ont.	Windsor, Ont.	6 00
6164	" 6	Evan James	Master	Vancouver, B. C.	Vancouver, B. C.	15 00
6165	" 6	James L. Whyte	"	"	"	15 00
6166	" 6	Joseph E. Desloges	" (temp. certificate.	Ottawa, Ont.	Ottawa, Ont.	5 00
6167	" 6	Phillipe Garneau	Mate	Lotbinière, P.Q.	"	6 00
6168	" 6	Hugh St. Clair Cameron	"	Vancouver, B. C.	Vancouver, B. C.	6 00
6169	" 6	Jean Benoit Deslauriers	Master	St. Rock, P. Q.	Ottawa, Ont.	15 00
6170	" 6	John C. Gilchrist	Mate	St. John, N. B.	Yarmouth, N. S.	6 00
6171	" 6	Henry William Calhoun	Master	St. Martins, N. B.	"	15 00
6172	" 6	Gordon S. Wright	"	Toronto, Ont.	Windsor, Ont.	15 00
6173	" 6	Fred J. Burke	"	Midland, Ont.	"	15 00
6174	" 6	Andrew Robson,	Mate	Victoria, B. C.	Victoria, B. C.	6 00
6175	" 6	Joseph E. Houghton	"	Collingwood	Collingwood, Ont.	6 00
6176	" 6	Albert Beatty	"	Midland, Ont.	"	6 00
6177	" 6	Edouard Francoeur	Master	Ste. Anne de Bellevue, P. Q.	Ottawa, Ont.	15 00
6178	" 6	George Ford	Mate	Vancouver, B. C.	Vancouver, B. C.	6 00
6179	" 6	Alfred Edward Fraser	Master	Keewatin, Ont.	W. Selkirk, Man.	15 00
6180	" 6	Israel Desforge	" (temp. certificate.	Calumet, P. Q.	Ottawa, Ont.	5 00
6181	" 6	Conrad Myers	Master	Prince Rupert, B. C.	Vancouver, B. C.	15 00
6182	" 6	John Sears Raymond	Mate	Dawson, Y. T.	"	6 00
6183	" 6	John Buffet	"	Sydney, C. B., N. S.	North Sydney, C. B., N. S.	6 00
6184	" 6	James Dustan	Master	West Toronto, Ont.	Collingwood, Ont.	15 00
6185	" 6	Theophilus A. Stewart	Mate	Charlottetown, P.E.I	Charlottetown, P. E. I	6 00
6186	" 6	Haakon Frederickson	Master	Vancouver, B. C.	Vancouver, B. C.	15 00
6187	" 6	Harry Archibald Flick	"	Halifax, N. S.	Halifax, N. S.	15 00
6188	" 6	George Magar	"	Prince Rupert	Vancouver, B. C.	15 00
6189	" 6	John Birkland	"	Victoria, B. C.	Victoria B. C.	15 00
6190	" 6	Thomas James Jackman	"	"	"	15 00
6191	" 6	Joseph Parker Bucey	"	"	"	15 00
6192	" 6	Alfred Brown	"	Clark's Harbour, N. S.	Yarmouth, N. S.	15 00

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
6193	April 6	Arthur O'Neil	Master	Indian Harbour, N.S.	Yarmouth, N.S.	15 00
6194	" 6	Charles Tachereau Beard	Mate	Ottawa, Ont	Halifax, N.S.	6 00
6195	" 6	John Laurence Bottrill	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
6196	" 6	Joseph Harris Daball	" (tem. cert.)	Collingwood, Ont	Collingwood, Ont.	5 00
6197	" 6	Charles Addison Gerow	"	Burk's Falls, Ont.	"	15 00
6198	" 6	Thomas Kennedy	"	"	"	15 00
6199	" 6	George Edward Dicks	Mate	North Sydney, N.S.	NorthSydney, N.S.	6 00
6200	" 6	Charles A. Gardner	Master	New Westminster, B.C	Victoria, B.C.	15 00
6201	" 6	Arthur Swim	Mate	Lockeport, N.S.	Yarmouth, N.S.	6 00
6202	" 6	Robert Stanley Fraser	"	Keewatin, Ont	West Selkirk, Man	6 00
6203	" 6	Ben. Edward Wright	Master	Aitkens Ferry, P.E.I.	Charlottetown, P. E.I.	15 00
6204	" 6	William Henry Lowry	Mate	Walkerville, Ont	Windsor, Ont	6 00
6205	" 6	John A. Martin	"	Sault Ste Marie, Ont.	"	6 00
6206	" 6	Allan Hains	"	Richibucto, N.B.	Yarmouth, N.S.	6 00
6207	" 6	Joshua D. Colwell	"	Cambridge, N.B.	"	6 00
6208	" 6	Joseph Philp	Master	Port Hope, Ont.	Toronto, Ont.	15 00
6209	" 6	Louis Bethune	"	Bracebridge, Ont.	"	15 00
6210	" 20	Harry Rich. Whitman	"	Victoria, B.C.	Victoria, B.C.	15 00
6211	" 20	Norman W. Thompson	Mate	"	"	6 00
6212	" 20	Samuel Matheson	"	Nelson, B.C.	Nelson, B.C.	6 00
6213	" 20	Alexander Thompson	"	Arrow Head, B.C.	"	6 00
6214	" 20	Zatique Perrault	Master	Lanoraie, P.Q	Montreal, P.Q.	15 00
6215	" 20	Eugene Fortin	Mate	L'Islet, P.Q.	"	6 00
6216	" 20	Alphonse Lepine	"	Pointe Claire, P.Q	"	6 00
6217	" 20	Albert Labadie	Master	St. Joseph de Levis, P.Q	"	15 00
6218	" 20	Gustave Lefebvre	"	Pointe Claire, P.Q.	"	15 00
6219	" 20	William John Murphy	Mate	Kingston, Ont	"	6 00
6220	" 20	John McKenzie	Master	Bayble, Scotland	Port Arthur, Ont.	15 00
6221	" 20	Edmond Desmarais	"	Sorel, P.Q.	Ottawa, Ont	15 00
6222	" 20	Bruce Pringle	Mate	Temiskaming, P.Q	"	6 00
6223	" 20	James Alex. Menagh	"	Smith Falls, Ont.	"	6 00
6224	" 20	William Henry West	"	Port Arthur, Ont.	Port Arthur, Ont.	6 00
6225	" 20	Laurence Budreau	Mate	Rainy River, Ont.	Rainy River, Ont.	6 00
6226	" 20	Joseph E. Budreau	Master	"	"	15 00
6227	" 20	Henry Gebl	Mate	Port Arthur, Ont.	Port Arthur, Ont.	6 00
6228	" 20	Harry Friday	Master	"	"	15 00
6229	" 20	Alexander Fader	"	"	"	15 00
6230	" 20	John Quick	"	Rainy River, Ont.	Rainy River, Ont.	15 00
6231	" 20	Hermann Niclas	"	Edmonton, Alta	Edmonton, Alta.	15 00
6232	" 20	Charles Irvine McNeill	Mate	Aitkens Ferry, P.E.I	Charlottetown, P. E. I.	6 00
6233	" 20	Henry Henderson	Master, (temp. cert.)	Dawson, Y. T.	Victoria, B.C.	5 00
6234	" 20	William A. Murphy	Master	Halifax, N.S.	Yarmouth, N.S.	15 00
6235	" 20	Arthur E. Englefield	Mate	St. John, N.B.	"	6 00
6236	" 20	Daniel Joseph McDonald	"	Halifax, N.S.	Halifax, N.S.	6 00
6237	" 20	William P. Simpson	Master	Selkirk, Man.	West Selkirk, Man	15 00
6238	" 20	Charles Williams	"	Sturgeon Falls, Ont.	Toronto, Ont.	15 00
6239	" 20	James W. Sutherland	"	North Sydney, N.S.	North Sydney, N.S	15 00
6240	" 20	John Dube	"	Parry Sound, Ont.	Collingwood, Ont.	15 00
6241	" 20	Walter Williston	"	Chatham, N.B.	Halifax, N.S.	15 00
6242	May 2	John Burns	"	Haileybury, Ont.	Ottawa, Ont.	15 00
6243	" 2	John Cunningham	" (temp. cert).	Gaudette, P. Q.	"	15 00
6244	" 3	Stephen Carlson	Mate	Vancouver, B.C	Vancouver, B.C.	6 00
6245	" 3	Frederick George Mills	Master	Toronto, Ont.	Toronto Ont.	15 00
6246	" 3	Thomas Watt Weir	Mate	Cushing, Que.	Montréal, P.Q.	6 00
6247	" 3	William Donaldson	"	Thurso, Que.	Ottawa, Ont.	6 00
6248	" 3	John Shannon	Master	Prince Rupert, B.C.	Vancouver, B.C.	15 00
6249	" 3	John E. Doddrige	"	"	"	15 00
6250	" 3	William Cook	" (temp. cert).	Grenville, Que	Ottawa, Ont.	5 00
6251	" 3	William Edward Fairhall	Mate	Bracebridge, Ont.	Collingwood, Ont.	6 00

LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910					$
6252	May 3	Daniel Donald	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
6253	" 3	David John Tyndall	"	Lions Head, Ont.	Collingwood, Ont.	15 00
6254	" 10	William Hurley	"	St. John, N.B.	Yarmouth, N.S.	15 00
6255	" 10	Axel Ingvald Larsen	"	Quebec, Que.	Montreal, P.Q.	15 00
6256	" 10	Alfred C. Robinson	Mate	Toronto, Ont.	"	6 00
6257	" 10	Samuel Roach	Mate	Eastern Harbour, N.S.	Yarmouth, N.S.	6 00
6258	" 10	Alexander R. Craigie	Master	Tobomory, Ont.	Collingwood, Ont.	15 00
6259	" 10	John Morel, Jr.	Master, (temp. cert.)	St. Henri de Taillon, P.Q.	Montreal, P.Q.	5 00
6260	" 10	Francis Thomas Dodds	"	Kenora, Ont.	Kenora, Ont.	5 00
6261	" 10	Joseph Nadon	"	Montebello, P.Q.	Ottawa, Ont.	5 00
6262	" 10	Neil Maclean	Mate	Victoria, B.C.	Victoria, B.C.	6 00
6263	" 13	William W. Harding	Master	Lower St. Mary's, N.B.	St. John, N.B.	15 00
6264	" 13	Grover Cleveland Nason	"	Waasis Sunbury, N.B.	"	15 00
6265	" 13	Ralph Munroe	"	Sheet Harbour, N.S.	Yarmouth, N.S.	15 00
6266	" 19	Daniel James McAllister	Mate	Peterboro, Ont.	Ottawa, Ont	6 00
6267	" 19	Alexander Cameron	Master	St. Peters, C.B.	Yarmouth, N.S.	15 00
6268	" 19	George H. Brannon	"	Centreville, Cape Isld.	"	15 00
6269	" 19	Laurence Watt	Mate	Vancouver, B. C	Vancouver, B.C.	6 00
6270	" 19	John Robertson	"	"	"	6 00
6271	" 19	William W. Burns	Master	Norton, N.B.	St. John, N.B.	15 00
6272	" 19	Daniel Apt	"	Westfield, N.B.	"	15 00
6277	" 19	Mansfield Barton	"	Campbellton, N.B	Montreal, P.Q.	15 00
6253	" 26	Oscar Cameron	"	Victoria, B.C.	Victoria, B.C.	15 00
6274	" 26	Charles H. Rush	"	Fredericton, N.B.	Yarmouth, N.S.	15 00
6276	" 26	Joseph Millette	"	Sorel, P.Q.	Montreal, P.Q.	15 00
6277	" 1	Simeon Coolen	"	Vancouver, B.C	Vancouver, B.C.	15 00
6278	" 1	Abel Pearce	"	Strathcona, Alta.	Edmonton, Alta.	15 00
6279	" 1	George Morton Morrell	"	St. John, N.B.	Yarmouth, N.S.	15 00
6280	" 1	Perley W. McBride	Mate	Waterville, N.S	"	6 00
6281	" 1	John Standly	Master, (temp. cert.)	Banff, Alta.	Kenora, Ont.	5 00
6282	" 1	Ole Dahl	"	"	"	5 00
6283	" 7	George Jones	Master	Esquimalt, B.C.	Victoria, B.C.	15 00
6284	" 7	Robert Thomson	Mate	Victoria, B.C.	"	6 00
6285	" 7	William R. Isherwood	"	Fort Francis, Ont.	West Selkirk, Man.	6 00
6286	" 7	John Arnold Mowry	Master	St. John, N.B.	Yarmouth, N.S.	15 00
6287	" 7	Clair D. Baker	"	Margaretville, N.S	"	15 00
6288	" 13	Henry C. Cartmell	Mate	Chilliwack, B.C.	Vancouver, B.C.	6 00
6289	June 13	James Vincent Cavanagh	Master	Perth, Ont.	Ottawa, Ont	15 00
6290	" 18	Charles A. Britton	" (temp. cert.)	Sturgeon Falls, Ont.	"	5 00
6291	" 20	John Annett	Mate	Nelson, B.C	Nelson, B.C.	6 00
6292	" 20	William H. Murphy	"	Clarks Harbour, N.S.	Yarmouth, N.S.	6 00
6293	" 20	John S. Nicholson	"	Goderich, Ont.	Windsor, Ont.	6 00
6294	" 20	John Peter McLeod	Master	Hamilton, Ont.	"	15 00
6295	" 20	Eugene Carpentier	Mate	Champlain, P.Q	Montreal, P.Q.	6 00
6296	" 20	Elieud Hoffman	"	Berthier, P.Q.	"	6 00
6297	" 23	David G. Morrissey	Master	Clarks Harbour, N.S.	Yarmouth, N.S.	15 00
6298	" 29	Henry Carr Cartmell	"	Chilliwack, B.C.	Vancouver, B.C.	15 00
6299	" 29	Xavier Brisebois	"	Ottawa, Ont.	Ottawa, Ont.	15 00
6300	July 8	Joseph Connor	Mate	Victoria, B.C.	Victoria, B.C.	6 00
6301	" 8	Charles A. Murdock	Master	Sherbrooke, N.S.	Yarmouth, N.S.	15 00
6302	" 8	Frederick A. Harrison	"	Owen Sound, Ont.	Collingwood, Ont	15 00
6303	" 8	Oliver George Kinnie	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6304	" 8	Albert F. Stanton	" (temp. cert.)	Port Stanton, Ont.	Collingwood, Ont.	5 00
6305	" 13	Charles Lewis Fischer	Master	Victoria, B.C.	Victoria, B.C.	15 00
6306	" 13	Gilbert W. Brewster	Mate	Ladner, B.C.	Vancouver, B.C.	6 00
6307	" 18	Telesphore Martin	Master (temp. cert.)	Pointe Fortune, P.Q.	Montreal, P.Q.	5 00
6308	" 18	James Andrew Lamb	Master	Arrowhead, B.C.	Nelson, B.C.	15 00
6309	" 26	James Arthur Nipon	Mate	Denman Island, B.C.	Victoria, B.C.	6 00
6310	" 26	Thomas John Robinson	"	Wabigoon, Ont.	West Selkirk, M.	6 00
6311	" 26	James Samuel Jones	Master	Port Maitland, Ont.	Toronto, Ont.	15 00

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910					$
6312	Aug. 9	James Dennett	Mate	New Westminster, B.C.	Vancouver, B.C	6 00
6313	" 9	"	Master	" "	"	15 00
6314	" 9	Ezra Groleau	Mate	Vancouver, B.C.	"	6 00
6315	" 9	Samuel Herbert Coldicutt	"	Victoria, B.C.	Victoria, B.C.	6 00
6316	" 9	" "	Master	"	"	15 00
6317	" 9	James A. Morrison	"	"	"	15 00
6318	" 9	Edouard Cloutier	"	Anse à Giles, P.Q.	Montreal, P.Q.	15 00
6319	" 9	Charles D. MacLean	Mate	Chatham, N.B.	Yarmouth, N.S.	6 00
6320	" 11	Oscar Wanamaker	Master (temp. cert.)	Lakefield, Ont.	Ottawa, Ont.	5 00
6321	" 11	Charles McLeod	Master, (temp. cert.)	Cumberland, Ont.		5 00
6322	" 19	Joseph Frenette	Master	Quebec, Que.	Montreal, P.Q.	15 00
6323	" 19	John Finlay	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6324	" 19	Ralph F. Forrest	"	Lockport, Man.	West Selkirk, Man.	15 00
6325	Sept. 16	Stanley B. Wright	Master, (temp. cert.)	Bobcaygeon, Ont.	Collingwood, Ont.	5 00
6326	" 16	Thomas A. Brown	Master	Sarnia, Ont.	Windsor, Ont.	15 0
6327	" 16	Thomas Bushey	"	Byng Inlet, Ont.	Toronto, Ont.	15 00
6328	" 16	Herbert L. Duhamel	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6329	" 16	Zotique Mongeau	"	Sorel, P.Q.	Montreal, P.Q.	15 00
6330	" 16	Joseph Alphonse Lepine.	"	St. Claire, P.Q.	"	15 00
6331	" 16	Joseph Coutu	"	St. Rock, Richelieu River.	"	6 00
6332	" 16	James Benham	"	Lockeport, N.S.	Yarmouth, N.S.	15 00
6333	" 16	Wallace G. Rockwell	"	River Hebert, N.S.	"	6 00
6334	" 16	Harry Albert Tufts	"	St. John, N.B.	"	15 00
6335	" 16	Herbert C. Crabbe	"	Brown's Flat	"	15 00
6336	" 16	John Thompson	Mate	Arrowhead, B.C.	Nelson, B.C.	6 00
6337	" 16	William Gasper Jackson.	Master	Upper North Sydney, N.S.	North Sydney, N.S.	15 00
6338	" 16	John Burns Moore	"	Oliphant, Ont.	Windsor, Ont.	15 00
6339	" 16	Gilbert George Brown	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6340	" 16	"	Mate	"	"	6 00
6341	" 16	Gordon Inness	Master	Liverpool, N.S.	Yarmouth, N.S.	15 00
6342	" 16	John W. Dollar	Mate	Hampstead, N.B.	"	6 00
6343	" 16	William Blake	"	Toronto, Ont.	Montreal, P.Q.	6 00
6344	" 19	Joseph Mongeau	Master	Sorel, P.Q.	"	15 00
6345	" 29	Roderick MacKillop	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6346	" 29	Gwilym Arthur Williams	Mate	"	"	6 00
6347	Oct. 8	Donald McGillivray	"	Kingston, Ont.	Montreal, P.Q.	6 00
6348	" 6	Ludoric Lacouture	Master	Montreal, P.Q.	"	15 00
6349	" 6	George Bruce McLeod	Mate	Proctor, B.C.	Nelson, B.C.	6 00
6350	" 6	Frank Goreham	Master	Woods Harbour, N.S.	Yarmouth, N.S.	15 00
6351	" 6	Sydney A. Harris	"	Vancouver, B.C.	Victoria, B.C.	15 00
6352	" 6	James Wilson Sutherland	"	North Sydney, N.S.	North Sydney, N.S.	15 00
6353	" 6	Arthur George Cousins	Master	Belleville, Ont.	Windsor, Ont.	15 00
6354	" 13	Charles H. Marshall	"	Halifax, M.S.	Halifax, N.S.	15 00
6355	" 13	Douglas Copperthwaite	" (temp. (cert.	Campbellford, Ont.		5 00
6356	" 13	John Parker Pearson	Master	Owen Sound, Ont.	Windsor, Ont.	15 00
6357	" 13	James Pendergast	" (temp. cert.)	Cornwall, Ont.		5 00
6358	" 13	Gordon Evans	Mate	Victoria, B.C.	Victoria, B.C.	6 00
6359	" 26	George Moraes	Master	"	"	15 00
6360	" 26	Ellice Martin Cavin	"	"	"	15 00
6361	" 26	Norman Gilbert Marvin	Mate	Dartmouth, N.S.	Halifax, N.S.	6 00
6362	" 26	Adolphe Lalonde	"	Cheneville, P.Q.	Montreal, P.Q.	6 00
6363	" 26	Robert Thomas Drever	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
6364	Nov. 4	William S. Gale	"	Sombra, Ont.	Windsor, Ont.	15 00
6365	" 4	Samuel Nelson	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
6366	" 8	Arthur Coutu	"	St. Rock, P.Q.	Montreal, P.Q.	6 00
6367	" 18	James S. Crouse	Master	Bridgewater, N.S.	Lunenburg, N.S.	15 00
6368	" 18	Charles Albert Gilbert	"	Victoria, B.C.	Victoria, B.C.	15 00
6369	" 18	"	Mate	"	"	6 00

LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Continued.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
6370	Dec. 1	Angus McLeod	"	Vancouver, B.C.	Vancouver, B.C.	6 00
6371	" 1	AngusCarmichaelPenney	"	North Vancouver, B.C.	"	6 00
6372	" 1	William Frank Lipsett	"	St. John, N.B.	Yarmouth, N.S.	6 00
6373	" 1	Elie Bouille.	Master	L'Ange Gardien, P.Q.	Montreal, P.Q	15 00
6374	" 7	Percy Massey Pearson	Mate	West Selkirk, Man.	West Selkirk, Man.	6 00
6375	" 14	William Liddell	Master	Kingston, Ont.	Windsor, Ont.	15 00
6376	" 14	George Nelson Hudgin	"	Picton, Ont.	"	15 00
	1911.					
6377	Jan. 10	William Sutherland	Mate	Vancouver, B.C.	Victoria, B.C.	6 00
6378	" 10	AlphonsusGeorgeGleeson	"	76 Masterman Road-E, Ham London, England.	Yarmouth, N.S.	6 00
6379	" 10	Jean Baptiste C. Haymond.	Master	Beauharnois, P.Q.	Montreal, P.Q	15 00
6380	" 19	Sidney W. Collacott	Mate	Nelson, B.C.	Nelson, B.C.	6 00
6381	" 19	James Ewing Noel	Master	Victoria, B.C.	Victoria, B.C.	15 00
6382	" 19	Hector Larosie	Mate	Pierville Mills, P.Q.	Montreal, P.Q.	6 00
6383	" 19	Archibald John Currie	"	Collingwood, Ont.	Collingwood, Ont.	6 00
6384	" 19	Hermenegilde St. Marseille.	"	Cascades Point, P.Q.	Montreal, P.Q	6 00
6385	" 19	Harry James Martin	"	Kingston, Ont.	"	6 00
6386	" 19	Charles AlexanderMartin	"	"	"	6 00
6387	" 19	Amede Seguin	"	Hudson Heights, P.Q.	"	6 00
6388	" 19	Wilfrid Frottier	Master	St. Anne de Bellevue, P.Q.	"	15 00
6389	" 19	Calvin Eldridge	Mate	C. G. S. "Curlew" Halifax, N.S.	Halifax, N.S.	6 00
6390	" 26	Alexander Cameron	"	80 Shore St. Gourock, Scotland.	Victoria, B.C.	6 00
6391	" 26	Gagstad Erling	Master	Victoria, B.C.	"	15 00
6392	" 26	Samuel Jeremiah Delaney	"	Morrisburg, Ont.	Collingwood, Ont.	15 00
6393	" 26	Eldon Walkinshaw	Mate	Collingwood, Ont.	"	6 00
6394	" 26	Alphonse Hoffmam	Master	Berthier, P.Q.	Montreal, P.Q.	15 00
6395	" 26	Charles Livingstone Ross	Mate	Portsmouth, Ont.	"	6 00
6396	" 26	Wendell James Brown	Master	Corunna, Ont.	Windsor, Ont.	15 00
6397	Feb. 10	William James Balcom	Mate	Halifax, N.S.	Halifax, N.S.	6 00
6398	" 10	David Candow	"	Vancouver, B.C.	Vancouver, B.C.	6 00
6399	" 10	Roderick MacKenzie	"	Victoria, B.C.	Victoria, B.C.	6 00
6400	" 10	Donat Lemay	Master	Lotbiniere, P.Q.	Montreal, P.Q.	15 00
6401	" 10	Joseph Latour	"	St. Ignace de Loyola, P.Q.	"	15 00
6402	" 10	Thomas Tolson Edwards.	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6403	" 10	Edward Seymour Gage	Mate	Toronto, Ont.	Toronto, Ont.	6 00
6404	" 10	Theodore S. Seaman	Master (temp. cert.)	Sauble Falls, Ont.	Collingwood, Ont.	5 00
6405	" 22	Stanley Murch	Mate	Collingwood, Ont.	"	6 00
6406	" 22	Earnest Russell Elyea.	"	Mairs Mills, Ont.	"	6 00
6407	" 22	Daniel Martin	Master	Nanaimo, B.C.	Victoria, B.C.	15 00
6408	" 22	Charles A. Neal	Mate	Courtright, Ont.	Windsor, Ont.	6 00
6409	" 22	Thomas E. Hefferman	"	Picton, Ont.	"	6 00
6410	" 22	David Combe	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
6411	" 22	Samuel Dawe	"	"	"	15 00
6412	" 22	Frank H. Hawkes	Mate	Collingwood, Ont.	Collingwood, Ont.	6 00
6413	" 22	Alfred Francis	"	Toronto, Ont.	Toronto, Ont.	6 00
6414	" 22	Edward Georgeson	"	Victoria, B.C.	Victoria, B.C.	6 00
6415	" 22	William B. McCarthy	"	Vancouver, B.C.	Vancouver, B.C.	6 00
6416	" 22	Thomas Tolson Edwards.	"	"	"	6 00
6417	Mar. 13	Charles Britton	Mate	Meaford, Ont.	Toronto, Ont.	6 00
6418	" 13	John Buchanan	Master	Toronto, Ont.	"	15 00
6419	" 13	William Davidson	"	Village of Dorset, Ont.	Collingwood, Ont.	15 00
6420	" 13	Malcolm Stalker	"	Penetanguishine, Ont.	"	15 00
6421	" 13	John A. McLellan	Mate	East Linton, Ont.	Windsor, Ont.	6 00
6422	" 13	Albert J. Hogue	"	Brookholm, Ont	"	6 00

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LIST of Certificates of competency issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911—*Concluded.*

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
6423	Mar. 13	James Pope	Master	Louisburg, N.S.	Halifax, N.S.	15 00
6424	" 13	William Allan Darling	Mate	Collingwood, Ont.	Collingwood, Ont.	6 00
6425	" 13	Joseph Leduc	Master	St. Henri, P.Q.	Montreal, P.Q.	15 00
6426	" 13	Joseph Lazare D. Morin	"	St. Marcel, P.Q.	"	15 00
6427	" 13	Oscar Mercier	Mate	Berthier en Bas, P.Q.	"	6 00
6428	" 13	Philippe Gagnon	"	Rivière Ouelle, P.Q.	"	6 00
6429	" 13	Octave Houde	"	St. Antoine de Tilly, P.Q	"	6 00
6430	" 13	Frank A. Firth	Master	Lockeport, N.S.	Yarmouth, N.S.	15 00
6431	" 13	James P. Loughery	"	St. John, N.B.	"	15 00
6432	" 13	Richard Avery Minniss	"	Morden, N.S.	"	15 00
6433	" 13	Lewis F. Barkhouse	Mate	Westport, N.S.	"	6 00
6434	" 13	William Dalton	"	Sault Ste. Marie, Ont.	Windsor, Ont.	6 00
6435	" 13	Philias Blouin	"	Quebec, Que.	Montreal, P.Q.	6 00
6436	" 13	James Jackson	Master, (temp. cert.).	Indian White Horse, Y.T.		5 00
6437	" 13	Joseph John May	Master	Little Current, Ont.	Collingwood, Ont.	6 00
6438	" 13	Hartford D. Laughlin	Mate	Midland, Ont.	"	6 00
6439	" 29	Angus Gordon MacKay	Master	Owen Sound, Ont.	Toronto, Ont.	15 00
6440	" 29	James D. Montgomery	"	Collingwood, Ont.	Collingwood, Ont.	15 00
6441	" 29	Adam Casson	"	Gore Bay, Ont	Toronto, Ont.	15 00
6442	" 29	Herbert Williard LaRush	"	Toronto, Ont	"	15 00
6443	" 29	Alexander Ryan	"	Millville, C.B., N.S	North Sydney, N.S	15 00
6444	" 29	Robert Wilson	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6445	" 29	James Batt	Mate	"	"	6 00
6446	" 29	William Herbert Ransom	"	King, Ont.	Collingwood, Ont.	6 00
6447	" 29	Robert Stuart Kerr	"	Victoria, B.C.	Victoria, B.C	6 00
6448	" 29	Frank Gosse	"	"	"	6 00
6449	" 29	Nelson McGlennon	Master	Toronto, Ont.	Toronto, Ont.	15 00
6450	" 29	Douglas Copperthwaite	"	Peterborough, Ont.	"	15 00
6451	" 29	Henry Douglas	"	Birdsall, Ont.	"	15 00
6452	" 29	Arthur Jefferys	"	Brantford, Ont.	"	15 00
6453	" 29	Frank William Kingston	"	Port Colborne, Ont	"	15 00
6454	" 29	Victor Houde	Mate	St. Antoine de Tilly, P.Q	Montreal, P.Q.	6 00
6455	" 29	William Vincent Smith	Master	Seeley's Bay, Ont.	"	15 00
6456	" 29	Calice P. Bourgeois	Mate	Cheticamp, N.S.	Yarmouth, N.S.	6 00
6457	" 29	Andrew B. Guilfoil	Master	St. John, N.B.	"	15 00
6458	" 29	James Curwen	"	Richibucto, N.B.	"	15 00
6459	" 29	Christopher McLean	"	Chatham, N.B.	Halifax, N.S.	15 00
6460	" 29	Arthur L. Woods	Mate	Halifax, N.S.	"	6 00
6461	" 29	William Sitland	Master	"	"	15 00
6462	" 29	James Lawrence	"	Vancouver, B.C.	Vancouver, B.C.	15 00
6463	" 29	Ernest Samuel Bailey	Mate	Collingwood, Ont.	Collingwood, Ont.	6 00
6464	" 29	Arthur James Kelly	Master	Kippewa, Ont.	"	15 00
6465	" 29	Joseph Harris Daball	Master, (temp. cert.).	Collingwood, Ont.		5 00
6466	" 29	McLean Campbell	Master	"	Collingwood, Ont.	15 00
6467	" 29	Arthur Arch. Hudson	"	"	"	15 00

LIST of Certificates of service issued to Masters and Mates of inland and coasting vessels during the twelve months ended March 31, 1911.

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
3411	Aug. 8	Enoch Mason	Master.	Mahone Bay, N.S.	Halifax, N.S.	8 00

LIST of Certificates of competency sea-going to Masters, Mates and Second Mates issued for the twelve months ending March 31, 1911.

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910.					$
3833	April 1	Robert J. Dustan.....	2nd Mate.....	Pictou, N.S.....	Halifax, N.S.....	8 00
3834	" 1	Harry Stewart Morris...	Master.... ...	Middleton, N.S. .. .	"	15 00
3835	" 1	Hiram C. Mitchell.....	Mate.....	Halifax, N.S..... ...	"	8 00
3836	" 26	Albert G. Hermanson..	Master..	St. John, N.B.....	Yarmouth, N.S...	15 00
3837	" 26	David I. Wade.....	2nd Mate.....	Annapolis, N.S.	" ...	8 00
3838	June 3	John Cecil Conroy... ..	"	Seaman's Institute....	Vancouver, B.C...	8 00
3839	" 3	Robert J. Blair..... . .	Mate.....	Karsdale, N.S	Yarmouth, N.S...	8 00
3840	" 3	John McIntyre.	2nd Mate.....	Vancouver, B.C	Vancouver, B.C..	8 00
3841	" 3	James Laurence.....	"	"	" ..	8 00
3842	" 17	Sidney Alex. Smith.....	Mate.....	55 Thompson Street, Aberdeen.	" ..	8 00
3843	" 17	Edward J. Hagan	"	Liverpool, N.S..	Yarmouth, N.S...	8 00
3844	July 16	G. E. Lloyd Kay	2nd Mate.....	St. John, N.B..... ...	Halifax, N.S.....	8 00
3845	Aug. 4	William Freder'k Evelyn	Master.....	Yarmouth, N.S.... .	Yarmouth, N.S...	15 00
3846	" 13	Joseph Russell Stenhouse	2nd Mate.....	23 Victoria Avenue, Barrow-in-Furness, England.	Vancouver, B.C..	8 00
3847	Sept. 7	William J. McCandless..	"	Seamen's Mission. ..	" ...	8 00
3848	" 7	Eugene Loftus.....	Master..	3 Frasers Street, W. Nensington, London West.	Victoria, B.C.....	15 00
3849	" 7	Peter F. Mal'ett.....	"	Yarmouth, N.S.....	Yarmouth, N.S...	15 00
3850	" 7	Roderick McDonald....	Mate.....	New York, U.S.A ...	" ...	8 00
3851	" 7	John Clair Gold.....	Master.....	Vancouver, B.C.	Vancouver, B.C..	15 00
3852	" 7	Hubert Shadforth	"	"	" ...	15 00
3853	Oct. 6	Walter Douglas Roach..	2nd Mate.....	"	" ...	8 00
3854	" 6	Newton A. Wilkie	Master..	Middle La Have, N.S.	Yarmouth, N.S...	15 00
3855	" 22	Arthur Thos. Willoughby	Mate.....	Vancouver, B.C .. .	Vancouver, B.C..	8 00
3856	Nov. 6	Alan Comben Lambert..	2nd Mate.....	126 Landcroft Road, E. Dulwich, London, England,	Victoria, B.C.....	8 00
3857	Dec. 7	Herbert Andrew Johnson	"	111 Coltman Strret, Hull, England.	"	8 00
3858	" 7	James Allen Rice... ..	"	Yarmouth, N.S... ...	Yarmouth, N.S...	8 00
3859	" 7	George A. McBride.....	Mate.....	Harbourville, N.S....	" ...	8 00
3860	" 7	Alexander H. Strumm..	Master.....	Malone Bay, N.S.....	" ...	15 00
3861	" 7	Peter Laureat Lachance.	"	Quebec, P.Q.....	" ...	15 00
3862	" 13	George Parker Burris....	Mate.....	Mid' Musquodoboit, N.S.	Halifax, N.S.....	8 00
	1910					
3863	Jan. 10	Ralph E. Sabean...	2nd Mate	Yarmouth, N.S.....	Yarmouth, N.S...	8 00
3864	" 10	Daniel McCallum..	"	Victoria, B.C.....	Victoria, B.C.....	8 00
3865	" 10	Arthur Ambrose Atkins.	Master.	137 Isledon Rd. Finsbury Park, London N., England.	Vancouver, B.C ..	15 00
3866	Feb. 2	David Mason Taggart...	2nd Mate.....	Lower Onslow, N.S...	Halifax, N.S.....	8 00
3867	" 14	William Ramsay	Mate.....	No. 1 Mollison Street, Dundee.	Yarmouth, N.S...	8 00
3868	" 14	Charles A. Z. Forsell ..	"	Yarmouth, N.S.....	" ...	8 00
3869	" 14	Richard Lechner.....	"	Philadelphia, U.S.A..	Ottawa, Ont	8 00
3870	Mar. 15	Walter B. Bethell. ...	Master.....	Halifax, N.S.....	Halifax, N.S.... .	15 00
3871	" 15	H. Marshall O'Hara....	"	Isaacs Harbour, N.S..	"	15 00
3872	Apr. 23	Fletcher C. Zwicker.....	Master.....	Mahone Bay, N.S.....	Yarmouth, N.S...	15 00
3873	May 10	Paul S. Corkum.	2nd mate.	Middle La Have, N.S.	" ..	8 00
3874	" 25	Winslow A. McKay.....	"	Shelburne, N.S..... ..	" ..	8 00
3875	June 2	Collin McKay.....	"	"	Halifax, N.S.....	8 00
3876	" 7	Gustav Follmer	Master.....	Victoria, B.C.	Victoria, B.C.....	15 00
3877	" 20	Wilbert A. Card..	Mate.....	Summerville, N. S....	Yarmouth, N.S...	8 00
3878	" 20	Reginald Rose	"	Cheverie, N.S.....	" .	8 00
3879	" 20	Arthur Ellis.....	2nd mate.....	Economy, N.S.....	" ...	8 00
3880	July 13	Wilfred Lockhart.....	Master.... ...	Hantsport, N.S.....	" ..	15 00
3881	" 13	Fred S. Inness.....	" . .	Liverpool, N.S..	" ...	15 00
3882	" 13	Alexander Walter.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C...	8 00
3883	" 26	David Innes Wade	"	Annapolis, N.S.	Yarmouth, N.S...	8 00
3884	" 26	Alexander P. Strumm ..	Master	Lunenburg, N.S.....	" ...	15 00

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LIST of Certificates of competency sea-going to Masters, Mates and Second Mates issued for the twelve months ending March 31, 1911.

No. of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1910					$
3885	" 26	Maurice W. Geldert	2nd mate	Morell Station, P.E.I.	Yarmouth, N. S.	8 00
3886	Aug. 8	James Alexander Walker	"	Garnethill Glasgow Scotland	Victoria, B.C.	8 00
3887	" 8	Henry O. Forward	Master	Burgeo, Newfld	Yarmouth, N.S.	15 00
3888	" 8	Wilbert A. Inness	"	Liverpool, N.S.	"	15 00
3889	Sept. 14	Jabez James Hancock	Mate	British Consul, New York.	"	8 00
3890	" 14	Peter Sinclair	Master	Vancouver, B. C.	Vancouver, B.C.	15 00
3891	" 14	Ambrose Landry	Mate	Carleton, Que.	Yarmouth, N.S.	8 00
3892	" 14	Stanley J. Kaulback	2nd mate	Mahone Bay, N.S.	"	8 00
3893	" 14	Thomas Eli Walker	Mate	Seattle, U.S.A.	Vancouver, B.C.	8 00
3894	" 14	Arthur S. Warner	"	New York, U.S.A.	Yarmouth, N.S.	8 00
3895	" 14	Charles William Whidden	Master	Weymouth, N.S.	"	15 00
3896	" 29	James Alfred Chalmers	2nd mate	Garron Broughty Ferry W., Scotland.	Vancouver, B.C.	8 00
3897	" 29	Frederick James Brewis.	Master	59 Whitehall Road. Gateshead on Tyne.	Victoria, B.C.	15 00
3898	Oct. 7	William Kinane	Mate	Victoria, B.C.	"	8 00
3899	" 7	Walter B. McCarthy	Master	Halifax, N.S.	Yarmouth, N.S.	15 00
3900	" 11	Alexander D. Livingston	"	Big Bras d'Or, Cape Breton, N.S.	Halifax, N.S.	15 00
3901	" 11	Andrew Brown	2nd mate	Cheverie, N.S.	Yarmouth, N.S.	8 00
3902	" 26	Christian A. P. Jensen	"	14th Columbia Place, Brooklyn, N.Y.	"	8 00
3903	" 26	Arthur R. C. Newburgh.	"	Vancouver, B. C.	Vancouver, B.C.	8 00
3904	Nov. 8	Charles B. Smith	Mate	"	"	8 00
3905	" 18	Sidney Alexander Smith.	Master	55 Thomson Street. Aberdeen. Scotland.	"	15 00
3606	" 18	Hiram Cranswick Mitchell.	"	139 Upper Water Str., Halifax, N.S.	Yarmouth, N.S.	15 00
3907	Dec. 9	Edmund L. R. Humphreys.	"	16 Rockfield Rd., Anfield, Liverpool, Eng.	Victoria, B.C.	15 00
	1911.					
3908	Jan. 7	Maurice Mayall	"	R.M.S. Empress of India.	Vancouver, B.C.	15 00
3909	" 7	William Fraser	"	New York City, U.S.A.	Yarmouth, N.S.	15 00
3910	" 26	William Sheppard	2nd mate	H.M.C. College, Halifax, N.S.	Halifax, N.S.	8 00
3911	Feb. 13	Oswald Rennison Parker	Master	Victoria, B.C.	Victoria, B.C	15 00
3912	" 22	Leonard Arthur Waters.	"	San Francisco, U.S.A.	Vancouver, B.C.	15 00
3913	Mar. 10	James S. Lecain	2nd mate	Cheverie, Annapolis, N.S.	Yarmouth, N.S.	8 00
3914	" 16	Alfred Grahm	Mate	New Glasgow, N.S.	"	8 00
3915	" 16	Robert N. Anderson	2nd mate	Port Elgin, N.B.	"	8 00
3916	" 16	G. A. Lloyd Kay	Mate	St John, N.B.	"	8 00

APPENDIX No. 20.

STATEMENT giving names of stations and lightkeepers &c., in the Dominion of Canada.

PRINCE EDWARD ISLAND.

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Alberton	Jas. A. Leavitt	Nov. 2, 1910	120 00
Annandale	Alfred Robertson	Oct. 6, 1898	180 00
Block House, Point	A. S. McNeil	Mar. 25, 1901	545 00
Brighton Range	Francis W. Hughes	April 1, 1909	335 00
Brush Wharf	D. W. McPherson	Jan. 13, 1899	120 00
Cascumpec Island	James Tuplin	May 5, 1897	440 00
Crapaud Outer	Abner J. Howatt	July 22, 1893	180 00
" Inner	James Inman	Aug. 13, 1901	180 00
Cardigan River	John W. Morrison	" 15, 1901	140 00
Cape Bear	Luther Jordan	April 12, 1905	520 00
Cape Egmont	Jos. J. D. Gallant	Oct. 21, 1902	380 00
Cape Tryon	William Bell	Mar. 17, 1905	380 00
Cove Head Range	John A. Kielly	Nov. 27, 1890	140 00
Darnley Range	Geo. W. Wiggins	Oct. 16, 1896	220 00
Darnley, basin	Chas. Taylor	June 14, 1897	120 00
East Point	R. J. McDonald	Jan. 18, 1901	980 00
Fish Island	J. A. L. McLellan		320 00
Georgetown Inner	Jesse G. Clark	Aug. 14, 1901	220 00
Georgetown Railway Wharf	John Westaway	Jan. 16, 1906	180 00
Grand Tracadie	J. W. McDonald	May 24, 1901	180 00
Hazard, Inner Range " Outer Range	Edwin Stewart		260 00
Indian Point	J. S. Allen	May 18, 1898	545 00
Little Channel	William Hardy	" 26, 1875	180 00
Murray Harbour, Inner	Robert Penny	Nov. 11, 1897	120 00
" Outer	Lemuel McLeod	Dec. 21, 1897	120 00
Miminegash, Inner	Elijah Costain	May 18, 1906	120 00
" Outer	Patrick O'Brien	" 14, 1897	120 00
New London	James H. McLeod	Jan. 29, 1896	220 00
North Cape	James Phee	Sept. 4, 1897	440 00
Northport Range	Wm. Champion	Oct. 25, 1897	180 00
North Rustico	Jos. N. Pino	Feb. 6, 1897	220 00
Orwell	John McDonald	June 25, 1879	120 00
Point Prim	Alex. McRae	Dec. 10, 1897	395 00
Panmure	W. E. Graham		440 00
" F. A.	Mathias Condon	Aug. 4, 1908	490 00
Savage Harbour	Jas. A. McDonald	July 11, 1889	180 00
Sea Cow Head	M. P. O'Roneghan	April 21, 1873	440 00
Souris, East	John D. Lavie	June 23, 1905	520 00
Summerside Wharf	John Fraser	April 12, 1897	180 00
Summerside Range	George W. Bell	" 10, 1909	125 00
St. Andrew, Point	George Connor	June 3, 1901	220 00
St. Peters Island	James W. Taylor	May 1, 1897	320 00
St. Peter Harbour	Albert Anderson	July 25, 1900	220 00
Tignish Run	Agapé Gaudet	Aug. 30, 1897	220 00
Warren Farm Range	A. S. McNeil	May 16, 1907	140 00
West Point	William McDonald	Jan. 22, 1876	440 00
Wood Island	Roderick W. McKay	April 11, 1899	380 00
Wood Island Range	James Young	Nov. 14, 1902	140 00
Wrights Range	Charles Wright	June 14, 1894	180 00

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NOVA SCOTIA.

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Abbott Harbour	W. H. D'Entremont	May 22 1888	140 00
Advocate Harbour	John H. Morris	Aug. 10 1904	380 00
Amet Island	Lloyd Rogers	Nov. 11 1902	600 00
Amherst Harbour Range F. & B	William Shea	May 21 1908	260 00
Amherst Pt., Wharf	W. A. Downie	" 3 1909	105 00
Annapolis	Jos. McMullen	" 1 1908	140 00
Apple River Light and Fog Alarm	Hiel E. Elderkin	" 31 1905	980 00
Argyle	Chas. A. Amiro	Feb. 6 1893	600 00
Arichat	Cap. Wm. Lavashe	Oct. 17 1898	405 00
Arichat W. Fr. Range	Michall Gerrior	Sept. 1 1904	140 00
" W. B. Range	Edouard Delorey	" 1 1904	140 00
Arisaig	Hugh R. McAdam	Nov. 14 1898	180 00
Avon River Bridge	Windsor E. Lt. Co	Oct. 13 1892	200 00
Baccaro	Wm. L. Smith	Jan. 9 1907	625 00
Barrington Lightship	Capt. Jno. H. Lyons	June 18 1897	980 00
Battery Point	Henry Naas	Mar. 12 1897	465 00
Bear River	Wm. Hunt	Apr. 10 1905	260 00
Beaver Harbour	L. G. Cameron	Feb. 15 1902	220 00
Beaver Island S. E	Theo. Sampson	Oct. 13 1892	140 00
Bear Island	Michael O'Brien	Dec. 7 1906	*405 00
Beaver Island Lt & F. A	W. E. O'Leary	Feb. 22 1900	1030 00
Belliveau Cove	J. H. Belliveau	" 16 1889	140 00
Betty Island	P. E. Christian	June 29 1904	680 00
Biglow Pt. Fr. & B	Earnest Mitchell	Mar. 31 1909	150 00
Bird Island	H. G. McKay	May 21 1901	600 00
Black Rock	Chas. Robinson	Mar. 16 1885	440 00
Black Rock Point	M. D. Morrison	June 8 1892	380 00
Boars Head	F. Ruggles	May 24 1901	520 00
Bass River	David Vance	Oct. 24 1907	140 00
Borden Wharf	Fredk. Clarke	May 1 1904	160 00
Bon Portage	Angus Greenwood	Jan. 14 1907	545 00
Briar Island Light	J. N. Peters	June 6 1901	565 42
Briar Island Fog Alarm	B. H. Morrell	" 6 1901	614 58
Brooklin Pier	Howard Godfrey	Feb. 6 1885	125 00
Bunker's Island	F. H. Doane	July 27 1904	545 00
" Nord End	Jas. H. Schoville	Jan. 16 1907	320 00
Budget	Freeman Pride	Dec. 7 1905	320 00
Burnt Coat	Wm. Y. Falkner	June 22 1898	380 00
Bourgeois Inlet	Marian Burke	Dec. 1 1902	120 00
Campbell Island	John A. McDonald	Feb. 16 1907	220 00
Candlebox Island	Benjamin Leblanc	Nov. 1 1892	465 00
Canso Harbour and False Passage	Joseph Long	Dec. 31 1896	465 00
Canso Harbour Range	Wm. J. Mathews	" 17 1904	320 00
Cape D'Or Fog Alarm	F. H. P. Dewis	April 13 1898	980 00
Cape Fourchu Light and Fog Alarm	T. S. Doane	Dec. 31 1904	1,180 00
Cape Freels Newfoundland Fog Alarm	Michall Myrick	Sept. 26 1910	980 00
Cape George	Alex. McEachern	Nov. 3 1882	680 00
Cape La Ronde	John J. Manger	" 16 1898	520 00
Cape North, Lt & F. A	Norman McLeod	Oct. 14 1899	500 00
Cape Roseway, Light and Fog Alarm	John L. McKenna	Mar. 31 1899	1,180 00
Cape Sable " "	Arthur Cunningham	July 16 1902	1,180 00
Cape Race N. F. L	John Myrfek	Nov. 1 1897	2,200 00
Cape Saint George	John Murray	Sept. 8 1898	345 00
Cape St. Lawrence	Chas. Jamieson	" 21 1893	600 00
Cape St. Mary	Benj. H. Robichaud	July 5 1886	520 00
Cape Sharpe	Freeman Yorke	June 30 1902	980 00
Caribou Island	D. Falconer	Dec. 20 1902	520 00
Carter Island	Robert McDonald	Jan. 4 1886	405 00
Caveau Point Range	Germain Chiasson	Aug. 29 1897	260 00
Charlo Cove Light, F. & B	Stephen C. Richard	Nov. 4 1901	206 00
Chebucto Head Light and Fog Alarm	Capt. Richard Holland	Oct. 1 1906	1,180 00
Chester, East, Ironbound	Uriah Young	Feb. 15 1884	625 00
Cheticamp	Marcelin Muise	Nov. 27 1896	440 00

*$25.00 for hand fog horn.

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Chéticamp Range	Philip Burgeois	May 23, 1898	260 00
Church Point	J. H. Saulnier	Aug. 8, 1878	260 00
Clarke Cove Range	Archd. Campbell	July 14, 1910	140 00
Coffins Island	James E. Wentzell	June 2, 1909	540 00
Cold Spring Head	Willard Vanemburg	Oct. 6, 1909	220 00
Cole Harbour	Wm. M. Munro	April 23, 1907	120 00
Cole Harbour Range	Geo. C. Jamieson	Oct. 21, 1898	260 00
Country Harbour	Henry Burke	June 11, 1902	600 00
Cranberry Island Light and Fog Alarm	James P. Hanlon	April 10, 1905	1,180 00
Crichton Head	H. H. Crichton	May 6, 1874	320 00
Cross Island Light and Fog Alarm	Chas. Wynacht	July 1, 1910	980 00
Croucher Island	Geo. Croucher	Jan. 31, 1883	440 00
Dartmouth	Wm. Patterson	June 3, 1903	180 00
Devil Island Range, Ft and Bk	W. G. Fulker	May 3, 1886	680 00
Dimock Point	Windsor E. Lt. & Power Co.		130 00
Digby Pier Pole	Edwin Beaman	May 29, 1897	140 00
Dog Island	Simon Joyce	July 4, 1884	260 00
Dover Harbour	Edward Morash	Oct. 1, 1906	360 00
Eatonville	Stewart McAleece	July 1, 1910	85 00
Economy Pole	Ingersoll L. McLellan	May 16, 1899	100 00
Egg Island	Howe H. Stoddard	Mar. 23, 1909	645 00
Eddy Point	Edward Mundell	July 28, 1903	625 00
Flat Point Light and Fog Alarm	Thos. O'Neil	May 2, 1904	614 58
" "	C. M. Peters	Mar. 1, 1910	565 42
Flint Island Light and Fog Alarm	* Howard Tatton		
Fourchu Head, Light	Geo. Hardy	June 16, 1909	190 00
Fort Point	J. E. Misener	May 16, 1896	285 00
Fisherman Harbour	Théodore Beiswanger	Dec. 8, 1905	260 00
Gabarus	Jas. McDonald	Nov. 22, 1890	290 00
Gilbert Point	Jos. W. Melanson	Aug. 18, 1894	300 00
George Island Light and Fog Bell	Robt. Ross	Jan. 18, 1876	405 00
Gillis Point	Hector McLean (M's son)	Dec. 18, 1897	260 00
Glasgow Point	Abram Clory	July 15, 1894	260 00
Grande Dique	D. A. Kaulback	Feb. 17, 1908	105 00
Grand Etang	Sévérin B. LeBlanc	Mar. 25, 1905	120 00
Grand Passage, Briar Island	Chas. Buckman	Jan. 7, 1901	405 00
Great Bras d'Or Range Fr	Alex. Fraser	May 13, 1903	180 00
" " B	Malcolm McLean	" 13, 1903	140 00
Granville Centre	Henry Rooney	Feb. 24, 1904	140 00
Green Island (Arichat)	Wm. A. Duann	May 12, 1903	680 00
Gregory Island	Michael Sampson	" 11, 1907	260 00
Guion Island	James W. Hardy	Jan. 30, 1903	680 00
Glace Bay Range Ft	Michael McNeil	Nov. 19, 1907	140 00
" " B	Angus McFarlane	" 19, 1907	140 00
Guysboro	Moses C. Scott	April 19, 1884	345 00
Harbour au Bouche	Capt. Patrick Webb	Feb. 19, 1896	380 00
Herring Cove	Wm. Brackett	Aug. 28, 1897	180 00
Henry Island	D. A. McLennan	" 1, 1907	600 00
Highland Village	W. A. Hennessy	May 6, 1905	100 00
Hobson Island	John D. Smeltzer	April 10, 1900	440 00
Horton Bluff	Mme S. M. Rathburn	Sept. 3, 1879	380 00
Hubbard Cove	Albert S. Coolin	Oct. 31, 1903	380 00
Harbour Island	Chas. G. Hodgson	June 16, 1908	440 00
Indian Harbour	Henry Boutilier	" 6, 1901	260 00
Ingonish Island	Robt. F. Warren	Sept. 17, 1903	520 00
" Harbour	Geo. A. Hines	April 17, 1909	230 00
Isaacs Harbour	Ira L. Giffin	April 28, 1894	405 00
Isle Haute	Percy E. Morris	Aug. 2, 1904	680 00
Iona	F. X. S. McNeil	Nov 16, 1901	180 00
Jeddore Rock	John W. Mitchell	Sept. 29, 1882	600 00
Jeddore Harbour, Range	Jeremiah Harpell, Jr.	Janv, 21, 1901	320 00

* Temporary at $75.00 per month with D. G. Ashton as assistant at $1.50 per day.

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Jerome Point	Kenneth McAskill	July 30, 1901	405 00
Jerseyman Island	Alphonse Thériault	" 1 1905	465 00
Jordan Pier	John Frederick	Dec. 19 1906	180 00
Kidston Island	Donald McRae	May 17, 1892	320 00
Kingsport	C. H. Huntley	June 30, 1890	160 00
Ketch Harbour	Chas. Martin	May 19, 1905	140 00
L'Ardoise Range	M. J. Sampson	June 6, 1909	85 00
" "	Thos. Brymer	June 6, 1909	85 00
Lahave	W. H. Palmer	May 22, 1878	345 00
Lingan Head	John Walsh	July 4, 1904	320 00
Liscomb	James M. Hemlow	Jan. 2, 1908	520 00
Little Dyke	S. Stewart	May 1, 1906	190 00
Little Hope	Capt. Almon Doggett	Oct. 22, 1901	955 00
Little Loraine Harbour	Patrick Gallant	Jan. 19, 1900	180 00
Little Narrows	Alex. W. Ross	May 23, 1902	220 00
Liverpool, Dolphin & Bridge	Town of Liverpool		30 00
Louisbourg	Philip Price	Nov. 8, 1897	396 85
Lockport	L. D. Crenard	Jan. 1, 1877	625 00
Louisbourg Harbour Range	Thomas Connington	Oct. 6, 1897	1,043 15
Louisbourg Fog Alarm	D. A. Campbell	Mar. 20, 1902	320 00
Mabou (Outer)	E. Doyle	June 14, 1897	120 00
" (Inner)	Roderick McLean	Dec. 7, 1906	120 00
Mainadieu	John Pope	Sept. 11, 1902	465 00
Maitland Wharf	Lockhart Lawrence	Feb. 28, 1911	80 00
Margaree	John A. McRae	Feb. 28, 1907	600 00
Margaree Harbour (Inner)	Miles A. Dunn	June 8, 1901	120 00
" " (Outer)	R. McLellan	May 12, 1903	120 00
Margaretville	Capt. W. W. Gaucher	March 12, 1909	275 00
Mary Joseph	Uriah M. Turner	May 13, 1910	345 00
Marjories Island	Michall McDonald	Sept. 22, 1909	150 00
Masstown Pole	G. W. Vance	June 29, 1898	100 00
Maugers Beach Light and Front Light	Wm. Iceton, sr.	July 6, 1903	980 00
Meteghan River	L. C. Comeau	Oct. 12, 1875	180 00
Minudie Wharf	Frederick Vernon	May 1, 1909	85 00
Mitcheners Point	William Currie	June 15, 1908	260 00
Medway Head	Wm. Atkins	Nov. 22, 1909	335 00
Medway Harbour	Sam. F. Foster	Feb. 17, 1899	140 00
Moser Island	Samuel Moser	Nov. 6, 1885	465 00
Mullin's Point	James Mullins	June 8, 1892	320 00
Munro Point	Malcolm Buchanan	Oct. 25, 1905	220 00
McKenzies Point	Donald McAulay	Aug. 24, 1909	230 00
Musquodoboit Harbour Range 'B'	Arch. M. Kent	April 29, 1904	160 00
" " " 'F'	Fred. Kent, assistant	March 11, 1908	72 23
	Jeremiah Kent	April 29, 1904	187 77
McNeil's Beach	Lauchlin McNeil	Aug. 6, 1884	120 00
McMillans Point	John B. Chisholm	Dec. 2, 1905	285 00
McNab's Island	Mathew Lynch	June 23, 1905	440 00
Maastown	C. W. Vance	" 29, 1898	100 00
North East Harbour Range	Levi Perry	June 17, 1899	320 00
Negro Island	Byron Nickerson	July 26, 1897	520 00
Neil Harbour	A. A. Buchanan	Aug. 14, 1899	285 00
North Canso	Robie McKay	Feb. 4, 1882	440 00
Noël	Geo. C. Davidson	April 25, 1906	140 00
Ouitiqne Island	Fred. A. Burke	Feb. 16, 1907	545 00
Parker Cove	Thomas Milner	Aug. 1, 1909	150 00
Page Island	Alfred M. Powell	Dec. 5, 1905	345 00
Parrsboro'	William Pettis	" 6, 1888	545 00
Pease Island	Thos. Baker	May 19, 1879	545 00
Peggy Point	Sydney H. Garrison	Dec. 22, 1902	520 00
Pennant	P. A. Gray	June 30, 1903	180 00
Petite de Grat	E. Landry	Feb. 23, 1897	320 00
Pictou Bar	Geo. H Carmichael	Nov. 18, 1910	520 00
Pictou Custom House	Alex Currie	Oct. 13, 1910	120 00

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Pictou Island, East end	Andrew McFarlane	Oct. 8, 1892	600 00
Pictou Island Pier, West end	Chas. D. Patterson	March 29, 1905	600 00
"	Lauchlin Rankin	Nov. 7, 1910	120 00
Pictou Harbour Range	David Lowden	July 12, 1897	320 00
Piper Cove	John C. McNeil	Dec. 18, 1897	220 00
Pointe Aconi	John Charles Bonner	Nov. 6, 1903	320 00
Pointe Prim, Light, Fog Alarm, Digby	W. E. Ellis	March 8, 1875	1,180 00
Pointe Tupper	Duncan Gillis	April 1, 1906	440 00
Pomquet Island	M. Murphy	Dec. 18, 1890	520 00
Porter Point	F. W. Bishop	April 29, 1904	180 00
Portapique	Sam Creelman	May 2, 1901	100 00
Port Bickerton	Theodore O'Hara	Jan. 26, 1901	285 00
Port Felix	W. C. Boudrot	July 16, 1902	380 00
Port George	Geo. M. Foster	Nov. 19, 1897	180 00
Port Greville, Range	Ernest A. Hatfield	June 29, 1908	320 00
Pope Harbour	Jas. Bollong	Aug. 6, 1877	440 00
Port Hood	J. Allan McDonald	May 10, 1899	380 00
Port Hubert	Watson Burgess	July 26, 1892	260 00
Port Mouton	J. Oscar Campbell	April 29, 1898	465 00
Port Maitland	A. J. Sallows	Dec. 28, 1900	285 00
Port Lorne	George D. Corbett	May 31, 1904	380 00
Port Wade	Chas. Slocum	Feb. 1909	120 00
Poulamon	Bartholomew Boudrot	Dec. 7, 1904	345 00
Pubnico	Geo. D. Amero	Feb. 6, 1893	465 00
Pugwash	Murdock McLeod	Dec. 10, 1897	440 00
Queensport	W. E. Ehler	Aug. 13, 1906	465 00
Quaker Islands	Edward Fader	Feb. 9, 1910	405 00
Red Island	John F. Campbell	Nov. 30, 1901	180 00
Redman Head	John Croft	1908	230 00
*Sable Island, Humane Station	R. J. Boutillier, Supt.	Nov. 13, 1884	600 00
St. Ann Harbour	Alex. Nicholson	June 5, 1905	260 00
St. Paul Island	John Dauphinee	Sept. 26, 1910	600 00
St. Esprit	Alex. W. Finlayson	April 12, 1905	680 00
St. Margaret's Bay	M. B. Pearl	Sept. 1, 1908	680 00
St. Paul Island West Point	Arthur Buchanan	Sept. 11, 1910	600 00
St. Paul Island Fog Alarm, N.E. Point	M. J. McLeod	July 10, 1906	880 00
St. Paul Island, L. N.E Point	Wm. Giles	Oct. 25, 1907	600 00
Salter's Head	Caleb Smith	June 21, 1888	120 00
Sambro Light and Fog Alarm	Alfred Gilkie	Jan. 8, 1867	980 00
Sambro Harbour Light	John H. Findlay	Dec. 7, 1899	180 00
Sambro Inner Island Light	Ephraim Smith	Jan. 3, 1900	180 00
Scattarie Light and Fog Alarm	John T. Martell	July 30, 1897	1,440 00
Seal Island " "	John Crowell	Oct. 14, 1899	1,180 00
Shafners Point	Jacob W. Roblee	May 29, 1897	260 00
Sheet Rock	Samuel Kenny	June 2, 1909	645 00
Sheet Harbour Passage	James Wambolt	May 11, 1887	120 00
Sand Spit (Shelburne Harbour)	Jas. G. Stephens	March 11, 1903	405 00
Ship Harbour	Howard Palmer	Feb. 6, 1906	405 00
Shule Harbour	Cap. Clifford Patterson	Oct. 26, 1905	260 00
Sissiboo	Jas. Amiroult	July 11, 1899	320 00
Spencers Island	Baxter McLellan	" 21, 1904	180 00
Spencers Point	R. A. Spencer	April 1, 1870	180 00
Steven Point Range	Hugh Clark	March 31, 1909	150 00
Stoddart Island	Ephraim Larkin	March 18, 1906	345 00
Sydney Bar	George Nunn	June 20, 1872	440 00
Sydney Range, Fr.	J. B. Rudderham	Jan. 15, 1903	380 00
" B	A. J. Lewis	May 22, 1905	260 00
Terrence Bay	Samuel P. Slaunwhite	Oct. 13, 1903	180 00
Three Top Island	W. L. Munroe	" 28, 1879	440 00
Tor Bay	Jas. M. Webber	May 10, 1898	465 00
Troop Point	Ralph Troop	Jan. 23, 1906	180 00
Tusket River	Severin Leblanc	July 28, 1899	380 00

* With board for self, family and assistants and allowance for salaries of staff.

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Victoria Beach	James Hinds	March 7, 1901	180 00
Wallace Harbour	George Boyle	July 13, 1903	260 00
Walton Harbour	Lewis E. Burgess	" 13, 1903	260 00
Wedge Island	Wm. R. Church	March 27, 1907	705 00
West Head Sable Island Cape	Wm. B. Smith, jr	April 12, 1890	345 00
West Ironbound Island	Frederrick Wolfe	Dec. 19, 1910	380 00
Westhaver Island	Alfred Strum	Sept. 25, 1888	320 00
Westport	E. W. Suthern	April 12, 1890	545 00
Whitehead	Patk. Conway	Sept. 26, 1910	450 00
Whycocomah	Murdock Matheson	Sept. 11, 1884	120 00
Woods Harbour	Jas. E. Goodwin	Aug. 27, 1900	345 00
Wolfville	J. L. Franklin	April 4, 1902	180 00
Yarmouth Harbour, Corner Beacon	C. J. O'Hanly	May 6, 1905	260 00

NEW BRUNSWICK.

Andersons Hollow Light	Aaron B. Copp	March 30, 1903	205 00
Beaver Harbour	J. Melvin Eldridge	May 2, 1904	405 00
Beacon (St. John Harbour)	A. F. Shepherd		565 00
Bliss Island	James H. McLeod	Oct. 17, 1900	625 00
Bathurst	Geo. C. Sutherland	March 20, 1882	320 00
Belyeas Point	Mrs. Westfield Day	Nov. 21, 1906	140 00
Baie du Vin	John McLeod	Jan. 1, 1910	275 00
Bouctouche Bacon	H. B. Robicheaud	June 21, 1884	180 00
" Bar	Jadus P. Cormier	July 26, 1902	320 00
Big Duck Island Fog Alarm	Rupert Burnham	June 25, 1906	880 00
Bridge Point Light	Harry Upton	March 14, 1910	125 00
Belle Ile (Hatfields Landing)	Thos. W. Spragg	June 27, 1903	140 00
Bellony Point	Edward H. Egan	May 17, 1902	220 00
Cape Enrage Fog Alarm and Light	James G. Barbour	" 11, 1888	980 00
Cape Jourimain	A. J. P. Bent	Jan. 26, 1901	440 00
Cape Tormentine	J. R. Barry	March 26, 1906	220 00
Caraquet	G. Laintaigne	June 16, 1888	320 00
" Lower Light	Frederic F. Doucet, jr	Oct. 14, 1903	120 00
" "	Patrice L. Légère	" 14, 1903	120 00
Coxs Point	Alexander McBain	May 26, 1898	140 00
Cassies Point	Placide Legere	June 2, 1909	*360 00
Cape Spencer Fog Alarm	John E. Collins	Nov. 22, 1909	1,260 00
Cherry Island	Harry Chaffey	Oct. 14, 1903	260 00
Cocagne Range	Dominique Gognen	" 14, 1907	220 00
Church Point (Bouctouche)	D. O. Maillett	July 7, 1883	260 00
Dalhousie Harbour	James Arseneau	June 18, 1894	180 00
Dipper Harbour	Fenwick Belmore	March 12, 1895	205 00
Douglas Island and P.W. Montgomery's Isld	Henry McNeil	Jan. 1, 1880	380 00
East Hd. Musquash	Chas. P Hamm	" 14, 1879	465 00
Escuminac Alarm and Alarm	Kenneth R. McLennan	March 7, 1892	1,180 00
Fox Island Upper, Light	Seymour Williston	June 4, 1902	380 00
" Lower "	George Mills	" 23, 1897	320 00
Fanjoy's Point	William Fanjoy	Dec. 15, 1897	140 00
Flewelling's Wharf	Mary Flewelling	April 12, 1890	140 00
Fort Monckton	W. A. Casey	Jan. 1, 1909	130 00
Fort Folly	Amos. P. Belliveau	June 23, 1903	345 00
Gagetown	Fraer Fox	April 22, 1904	140 00
Grindstone Island, Alarm	James R. Russell	Jan. 13, 1899	980 00
Gannet Rock, Alarm	Sydney Tatton	March 21, 1911	1,200 00
Green Head	Thos. E. Looney	July 14, 1886	220 00
Grant Beach	W. A. Davidson	April 3, 1909	190 00
Gull Cove	Lewis Frankland	Nov. 14, 1902	140 00

* $25 for foghorn.

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NEW BRUNSWICK—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Goose Lake	John D. Brune	May 11, 1888	380 00
Grand Harbour	Lloyd C. Dakin	" 2, 1904	625 00
Grand Manan, Fog Alarm	George T. Tatton	Oct. 16, 1866	980 00
Gray's Landing	B. F. McCutcheon	March 6, 1907	120 00
Head Harbour Light and Fog Alarm	Chas. D. Hyliard	June 29, 1904	1,105 00
Heron Island	John A. D. Robertson	Apri 11, 1902	320 00
Hendry's Point, Washademoak Light	Miss A. M. Hendry	March 15, 1899	140 00
Hay Island	Joseph Allain	May 21, 1895	260 00
Harpers Point	J. H. Blakley	July 30, 1910	120 00
Hampstead	Edgar B. Palmer	Nov. 6, 1900	140 00
Jemseg	Geo. F. Nevers	" 24, 1884	140 00
Konchibouguac	Henry Gagnon	June 26, 1908	260 00
Letete Fog Alarm and Light	Sydney Dines	March 27, 1907	780 00
Light Ship, Miramichi	Capt. Robt. McLean	April 12, 1902	980 00
Little Belledune (Miscou Gully)	J. A. Roberty	Feb. 21, 1905	380 00
Little Shippegan	Robt. McConnell, Jr.	Sept. 9, 1887	180 00
Long Point Bellisle Light	James A. Bates	June 1, 1907	140 00
Machias Seal Island Light and Fog Alarm	W. L. Harvey	July 8, 1904	1,440 00
McFarlane Point	Alex. McFarlane	Dec. 9, 1909	105 00
Midgic Bluff Light	Arthur Henderson	Oct. 4, 1894	200 00
Miscou	Joseph L. Robichaud	Nov. 11, 1902	980 00
Musquash	R. P. McDonald	Jan. 28, 1901	180 00
Middle Island	Michael Murray	April 10, 1902	320 00
Mark Point	Wm. Maloney	Nov. 7, 1903	220 00
McMann Point	Harvey R. McMann	Jan. 2, 1901	140 00
McFarlane Point	Alex. McFarlane	Dec. 3, 1909	105 00
Mulholland Point	Alvin Parker	June 13, 1901	260 00
Neguac	John Robinson	" 30, 1896	320 00
Neguac Range	Chas. McIntosh	Dec. 10, 1892	180 00
Negrotown Point	E. Ross	March 5, 1878	600 00
Newcastle	Blackstock Matheson	April 18, 1898	140 00
Oak Point, St. John River Light	Mrs Bessie May Francombe	Dec. 20, 1907	140 00
Oromocto Shoals Light	Sadie Brennan	Jan. 1, 1910	150 00
Oak Point (Miramichi) Light	John Bowie	June 2, 1906	180 00
Outhouse Pt. Light	Saml. R. Eagett		140 00
Partridge Island Light and Fog Alarm	Hugh Andrews	May 1, 1906	1,440 00
Pokemouche Light	Michael Hayden	Oct. 17, 1888	380 00
Portage Island Light	Peter Morrison, Jr.	May 17, 1892	405 00
Pte Lepreaux	Robert L. Belding	June 30, 1905	480 00
Pte Lepreaux Fog Alarm	Frank Frauley	" 30, 1905	960 00
Pea Point Light	Elias C. Dickson	Nov. 16, 1898	405 00
Passamaquoddy Bay Light, West	Joseph Kilpatrick	Feb. 3, 1898	625 00
" " " East	Theobald Rooney	Jan. 1, 1896	545 00
Preston Beach	Stanislaus Preston	July 11, 1889	220 00
Petit Rocher	J. B. Boudreau	Feb 26, 1896	180 00
Peck Point Light and Fog Alarm	Edwin Lockhart	Oct. 20, 1903	680 00
Poquesuide Light	Octave Hachey	July 12, 1881	345 00
Palmer's Point	Alfred Le Bouthiller	March 1, 1911	285 00
Pointe Brulee	Frank Gould	Jan. 13, 1899	130 00
Pointe du Chene	Thomas Harts	Feb. 17, 1905	140 00
Perry Point	John Carney	Sept. 25, 1900	140 00
Quaco	Charles Brown	Nov. 25, 1884	490 00
" Breakwater	Fred M. Cochran	Mar. 25, 1892	205 00
" Fog Alarm	L. B. Bradshaw	Aug. 2, 1887	490 00
Robertson Point	Chas. W. Robertson	June 30, 1897	140 00
Richibuctou	Peter F. Richard	May 30, 1895	320 00
" Beacon	Jude Robichaud	June 16, 1902	260 00
" Bar	Joseph F. Richard	June 16, 1902	260 00
" N. Beach	Fredk. McNeil	May 3, 1909	190 00
Reids Point	Whitney Lamb	April 1, 1909	125 00
Railway Wharf, Moffat Landing	Geo. Cumming	Jnn. 1, 1880	180 00
Sapin Point	Victor Daigle	May 28, 1903	100 00
South Tracadie	Wm. C. Ferguson	Mar. 23, 1898	260 00

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

NEW-BRUNSWICK—*Concluded.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Swallow Tail	Geo. Y. Dalzell	Mar. 18, 1893	625 00
St. Andrew's	W. J. Pendlebury	April 10, 1889	405 00
St. Louis Gully	Honoré H. Chiasson	July 16, 1909	150 00
St. John Harbour, L. & F. Bell	Andrew Shepherd	Dec. 9, 1909	565 00
Spruce Point	Bertie G. Hannah	Sept. 15, 1892	220 00
Sand Point	Richard Wagner	June 7, 1883	140 00
Shediac	M. Robinson	Dec. 29, 1873	380 00
Southern Wolf	Ethelbert Wright	Mar. 6, 1906	705 00
Shippigan	Louis de Grace	June 21, 1910	345 00
Shippigan Gully, Range Lights	John de Grace	June 4, 1889	260 00
Sheldrake Island	John A. Morrison	Jan. 3, 1910	335 00
Scuth West Head	Thos. P. Foster	Sept. 26, 1910	625 00
Stonehaven	Mrs Elizabeth Scott	July 8, 1904	180 00
The Cedars	Forrest Williams	May 11, 1897	140 00
Tracadie	Fabien D. Basque	Aug. 20, 1904	380 00
Tiner's Point Fog Alarm	Alfred Splane	Aug. 21, 1905	980 00
Tiner's Point Submarine Bell	Alfred Splane	Feb. 1908	250 00
Wilmots Bluff	J. H. True	Sept. 12, 1899	140 00

QUEBEC AGENCY.

Algernon Rock and Stone Pillars	George Leclerc	July 30, 1901	880 00
Amherst Island	William Cormier	April 26, 1871	520 00
Amherst Wharf	Patrick J. Brophy	Nov. 15, 1910	80 00
Anse-à-Beaufils	"	" 22, 1910	80 00
Anse à l'Eau	Auguste Gingras	April 1, 1909	100 00
Anse St. Jean	F. Lavoie	May 13, 1889	100 00
Anticosti S. W. Pt	Z. Lemieux	July 10, 1900	880 00
" S. W. Pt	Alfred Malouin	" 1, 1877	980 00
Bagot Bluff, Anticosti, F. A	Emile Laprise	April 18, 1903	1,180 00
Barachois de Malbaie	X. Lemieux	Mar. 6, 1903*	120 00
Bellechasse	Joseph Bilodeau	June 15, 1903	520 00
Belleisle, S W. End	Octave Dubois	Sept. 6, 1910	1,500 00
" N.E. End	Paul Thomas	July 8, 1904	1,700 00
Bersimis "R"	Henri Granier	Aug. 8, 1903	180 00
Bicquette	Louis Pinault	Oct. 6, 1900	980 00
Bird Rocks	Wilfred Bourque	Nov. 15, 1905	1,700 00
Brandy Pots	Alphonse Richard	Oct. 7, 1878	600 00
Brion Island	Procule Chevrier	June 23, 1905	600 00
Bonaventure River Wharf	Alexis Bourque	Feb. 25, 1909	85 00
Bonaventure Point	Pitre Bourdage	July 25, 1903	320 00
Cap à l'Aigle	Electric Lt		
Cap Anguille	Alfred Patry	Oct. 9, 1908	1,440 00
Cap Brulé	W. Labranche	May 2, 1905	600 00
Cap au Corbeau	Edouard Codé	Oct. 26, 1905	120 00
Cap aux Oies	Cap. Thos. Tremblay	May 1, 1888*	380 00
Cape Bauld	Edmond Fontaine	Sept. 1, 1905	1,260 00
Cap Chatte	Luc Côté	July 26, 1901	880 00
Cap Chatte Range	Urbain Chrétien	" 7, 1909	125 00
Cap à l'Est	Gonzague Sergerie	Oct. 9, 1910	600 00
Cape Dogs	Ludger Bergeron	Sept. 11, 1909	905 00
" Despair	Charles Bourget	Nov. 1, 1897*	600 00
" Gaspé	Frs. Le Huquet	Oct. 22, 1896	880 00
" Madeleine "B"	J. F. Sasseville	June 9, 1886	980 00
" Norman	J. W. Campbell	April 12, 1890	1,180 00
" Ray	E. H. Rennie	Oct. 19, 1884	1,260 00
" Rosier	Eug. Costin	Nov. 4, 1890	1,180 00
" Salmon	Louis Bouchard	May 16, 1896	980 00
Carleton Wharf	Francis Cullin	July 12, 1907	100 00
" Point	Louis Bujold	May 25, 1899*	440 00

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

QUEBEC AGENCY—*Continued.*

Name of station.	Name of light keeper.	Appointed.	Salary.
			$ cts.
Chicoutimi Lights.			
Chicoutimi Wharf	André Harvey	May 30, 1889..	100 00
Post St. Martin "B"	Frs. Gauthier	April 22, 1907..	120 00
" "F"	Alfred Pilote	" 22, 1907..	120 00
Riv. du Moulin "B"	Luce Gourdeau	May 1, 1905..	120 00
" "F"	George Tremblay	" 1, 1905..	120 00
Riv. Caribou "B"	H. Simard	Mar. 1, 1905..	120 00
" "F"	John Savard	" 1, 1905..	120 00
Riv. Valin "R"	Gédéon Lavoie	June 7, 1909..	90 00
" "F"	Maximin Lavoie	Summer, 1893..	90 00
Savard Valin "R"	Dorilas Savard	July 18, 1904..	180 00
Chlorydorme "R"	Magloire Coulombe	Oct. 15, 1904..	180 00
Crane Island	Désiré Vézina	Apr. 25, 1904.	440 00
Domaine "B"	Xavier Emond	May 30, 1908..	120 00
" "F"	Edouard Gnérard	" 30, 1908..	120 00
Duthies P	B. V. Willett	Oct. 16, 1903..	140 00
Eboulements	Capt. Thos. Tremblay,	Aug. 24, 1910..	80 00
Egg Island	Tancrède Pelletier	July 1, 1901..	680 00
Entry Island	George F. Cullins	" 30, 1901..	380 00
Etang du Nord	N. Arsenault	" 21, 1891*.	520 00
Escoumains "R"	Saguenay Lumber Co.	Sept. 10, 1906..	150 00
Fame Point	James Ascah	" 2, 1880..	1,440 00
Father Point	J. McWilliams	May 20, 1893..	1,440 00
Flower Island	Joseph Lavallée	Apr. 12, 1905..	780 00
Fox River "R"	André Samuel	Oct. 15, 1904..	180 00
Gascons, Wharf	John Mourant	June 8, 1906..	100 00
Gaspé Basin	William Lindsay	" 14, 1900..	120 00
Godbout	N. A. Comeau	Mar. 31, 1910..	125 00
Grande Entrée, Range Lights	André Turbide	Apr. 6, 1907..	140 00
Grande Ile Kamouraska	Arthur Levesque	Feb. 9, 1901..	600 00
Grand Papos Wharf	Edward Malloy	Apr. 12, 1910..	80 00
Grande Rivière	William Bisson	Oct. 22, 1896..	*220 00
" Wharf	J. B. Couture	May .. 1903..	100 00
Grande Vallée, Range	A. Fournier	Oct. 15, 1904..	180 00
Green Island	R. W. Lindsay	Sept. 28, 1888..	880 00
Greenly Island	Napoléon Côté	Oct. 12, 1903..	1,440 00
Griffons, Cove "R"	H. Boulet	June 29, 1908 .	180 00
Grosse Roche	Nazaire Morin	" 25, 1906..	500 00
Heath Point	Christopher Huber	July 27, 1907..	980 00
Hospital Rock	Victor Lavoie	Apr. 1, 1909..	335 00
Ile de Mai	R. H. Scougall	Aug. 4, 1910..	180 00
Ile au Bélier	Wm. Gaudreault	Oct. 30, 1901 .	150 00
Ile aux Coudres	Eusèbe Boudreault	Apr. 20, 1906..	100 00
Ile Bonaventure	J. B. Bujold	May 5, 1909..	85 00
Little Métis	Elisée Caron	" 29, 1909..	540 00
Magpie "R"	Albert Dupuis	Sept. 14, 1907..	180 00
Maquereau Point	A. Bertrand	Dec. 21, 1877..	*440 00
Matane	Joseph Banville	Feb. 1, 1897..	520 00
Mont Louis "R"	Louis Létourneau	May 22, 1906..	180 00
St. Thomas de Montmagny	Eugene Nicole	....	120 00
Murray Bay	Electric Light	Dec. 31, 1907..	.....
Natashquan	Dovilas Landry	.....	260 00
New Carlisle, Wharf	John Chisholm	Jan. —, 1909..	90 00
Newport	Salomon Grenier	June 3, 1897..	*220 00
New Richmond, Wharf	William Campbell	Feb. 17, 1910..	80 00
Oak Point, Ristigouche, "R"	Thomas Harper, Jr.	Jan. 1, 1907..	150 00
Orleans Range—			
Ange-Gardien "B"	Olivier Paré	Nov. 10, 1902..	120 00
" "F"	Jean Gagné	Sept. 28, 1909..	105 00
Sainte-Famille "B"	Alphonse Pâquet	Oct. 19, 1885..	120 00
" "F"	Alfred Poulin	" 26, 1896..	130 00
Saint-Pierre "B"	Jacques Roberge	May 16, 1908..	120 00
" "F"	Olivier Vézina	Oct. 28, 1897..	120 00

* With $25 for blowing foghorn.

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

QUEBEC AGENCY—*Concluded.*

Name of station.	Name of light keeper.	Appointed.	Salary.
			$ cts.
Paspébiac	John Loisel	Aug. 27, 1899	*260 00
Percé, Wharf	Emesie Bourget Jr	Jan. 20, 1909	85 00
Perroquet, Island	Placide Vigneau	Sept. 19, 1892	700 00
Pilgrims	H. Morin	Apr. 29, 1898	520 00
Point Peter	John Thomas St. Croix	Sept. 11, 1909	*540 00
Point Amour	Thomas Wyatt	Oct. 18, 1889	1,440 00
Pointe à Basile "B"	Antonio Demers	July 22, 1904	220 00
" "F"	Elzéar Douville	Feb. 6, 1904	220 00
Point aux Esquimaux, "R"	J. F. Boudreault	Oct. 29, 1907	188 00
" aux Orignaux	Dominique Levesque	" 5, 1903	440 00
" Bleue	Armand Tessier	June 9, 1904	160 00
" des Monts	Victor Fafard	Aug. 1, 1899	880 00
" Noire "R"	J. E. Boulianne	Jan. 18, 1904	*320 00
" Riche	N. Breton	May 16, 1896	680 00
Port-Daniel	F. X. Langlois	Feb. 22, 1907	120 00
" West	Arthur Horrie	Jan. 1, 1907	180 00
Portneuf (en-bas,) "R"	Pierre Poitras	Oct. 16, 1904	180 00
" " "	Edmond Tremblay	May 7, 1903	490 00
Quebec Harbour	Quebec Harbour Commission		60 00
Red Islet	P. T. Fraser	April 28, 1894	705 00
Rimouski Wharf	Ubalde Lavoie	May 22, 1906	100 00
Rivière à la Martre	August Leclerc	Sept. 3, 1902	1,180 00
" à la Pipe	Alex. Morin	Oct. 3, 1901	120 00
Rivière du Loup	F. E. Gilbert	July 2, 1897	120 00
Roberval	Roberval Electric Light Co	June 28, 1898	100 00
Sand Beach Point	Thomas Kennedy	Aug. 9, 1904	†600 00
Sainte-Anne "B"	Alphonse Poulin	Oct. 26, 1898	120 00
" "F"	César Dufour	1909	120 00
St. Alphonse	Pitre Tremblay	June 19, 1895	100 00
St. Antoine Range	Léonidas Fréchette	March 4, 1902	140 00
"	François Doré	April 14, 1903	180 00
St Charles de Caplan	Frank Dion	May 10, 1909	85 00
St. Godfroi Wharf	Jacques Grenier	" 3, 1909	85 00
Ste Anne des Monts "R"	N. Lefrançois	Oct. 15, 1904	180 00
Ste Croix	Willie A. Thurber	Mar. 18, 1901	260 00
" "R" "F"	Veuve D. Racette	Dec. 1900	120 00
" "B"	T. Croteau	Mar. 28, 1901	120 00
St. François, "B"	Louis Marceau	April 1, 1884	140 00
" "F"	Jos. Lepage, Jr	" 20, 1876	125 00
St. Iréné	Electric Light		
St. Jean, I.O	Théophile Pouliot	June 21, 1909	335 00
Ste. Félicité F. A	François Bélanger	Jan. 14, 1905	780 00
St. Omer Wharf	Joseph E. Landry	Nov. 12, 1910	80 00
St. Pancras Pt	Pamphile Gravel	April 21, 1910	335 00
St. Siméon Wharf	Henri Savard	Oct. 25, 1906	100 00
St. Laurent, I.O	Joachim Godbout	April 15, 1904	380 00
St. Pétronille	Nap. Ferland	Sept. 3, 1904	320 00
Seven Islands	Horace Desmeules	May 20, 1898	1,030 00
Trois-Pistoles Wharf	Cyrice LeBel	Oct. 25, 1907	125 00
Upper Traverse Pier	Alfred Fournier	April 14, 1900	†980 00

* $25 for blowing Fog horn.
† $25 for Fog bell.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued*

MONTREAL AGENCY.

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Argenteuil Bair	Pierre Giroux	Apr. 12, 1909	125 00
Ash and Bloody Islands, "R"	Jas. A. McGee	May 26, 1903	320 00
Barre à Boulard, "F"	Nap. Daigle	" 26, 1904	320 00
" "B"	Philéas Abel	June 23, 1903	140 00
Batiscan, "F"	Arcade La Haie	May 26, 1909	190 00
" "B"	Joseph L. Brunel	Apr. 27, 1905	140 00
Becancour, "F"	Omar Gingras	Oct. 24, 1905	260 00
" "B"	A. Tourigny	" 24, 1905	180 00
Beauharnois	Alphonse Daoust	Apr. 14, 1903	320 00
Bellerive Park	Chas. Roy	Aug. 5, 1904	260 00
Boucherville	Hiliodore Carrière	" 26, 1903	140 00
Cap Charles, "B"	Amédée Baron	June 26, 1901	140 00
" " "F"	Alcide Boisvert	" 26, 1901	140 00
Cap Madeleine, "F"	Moïse Hébert	May 11, 1888	140 00
" " "B"	G. Vaillancourt	Oct. 1, 1906	180 00
" " U.R. "F"	Pierre Toupin	Apr. 26, 1905	140 00
" " "B"	Elzéar Beaumier	Oct. 1, 1905	180 00
" " Village, "R"	Earnest Lacourse	Mar. 13, 1906	260 00
Caron Point	Honoré Sauvé	May 1, 1889	120 00
Champlain, "B"	Louis Bertrand	Sept. 12, 1902	180 00
" "F"	Philippe L. Carignan	Oct. 1, 1902	140 00
" Upper, "B"	Louis Bothier	Apr. 1, 1906	180 00
" " "F"	Octave Massicotte	Oct. 20, 1910	120 00
Chambly Basin, "R"	Jos. de Senneville	May 26, 1907	220 00
" Canton, "R"	Joseph Savage	" 10, 1907	220 00
Contrecœur Course, "B"	Norbert Duval	Apr. 22, 1904	180 00
" " "F"	Jos. Arpin	Sept. 12, 1902	140 00
Contrecœur Trav., "B"	Alfred Lacroix	July 26, 1904	180 00
" " "F"	Joseph Alcidas Lacroix	Apr. 14, 1904	150 00
" Verchères "B"	Earnest Guyon	Nov. 11, 1904	220 00
" " "F"	Honoré Tétrault	" 11, 1904	220 00
Dorval and Pte. Claire	Benj. Glonde	Aug. 1, 1907	400 00
Gallia Bay, U.R	Elzéar Cantara	May 3, 1904	350 00
" L.R	Louis Péloquin	June 8, 1906	350 00
Guard Pier	Benj. Rodier	Sept. 10, 1907	500 00
Gentilly, "B"	Delphis Mailhot	Apr. 2, 1907	220 00
" "F"	Alphonse Lebleu	" 6, 1907	320 00
Graham, Ont., "F"	Wm. Graham	Dec. 19, 1904	100 00
" "B"	Xavier Sicard	Apr. 29, 1905	100 00
Grenville Range	William Davison	Mar. 29, 1910	220 00
Green Shoal	Albert Laberge	May 20, 1902	260 00
Grondines, "B"	Jos. Sauvageau	June 20, 1904	180 00
" "F"	Eugène Mayrand	" 20, 1904	260 00
" Pte., "B"	Emile Houde	" 20, 1904	180 00
" " "F"	Achile Sauvageau	" 20, 1904	380 00
Hochelaga, "R"	Ulric Paquet		220 00
Ile à la Bague	Louis Dupuis	Apr. 14, 1903	260 00
Ile à l'Aigle, B "R"	Eus. Savarie	May 1, 1903	180 00
" "F"	F. X. Lapointe	" 1, 1903	180 00
Ile de Pads, "R"	Zotique Courchêne	Aug. 8, 1907	380 00
Ile des Barques	Omer Salvail	May 6, 1897	380 00
Ile de Grâce, "B"	Louis Letendre	" 1, 1906	180 00
" " " "F"	Edouard Paul	Sept. 7, 1871	320 00
" du Moine, "B"	Paul Mongeau	Dec. 27, 1906	220 00
" " " "F"	Etienne Provençal	" 27, 1906	180 00
" au Raisin, "R"	Louis Boucher	Apr. 13, 1898	380 00
" Bouchard, "B"	Alphonse Chicoine, jr	June 16, 1903	150 00
" " "F"	Ivon Laporte	Apr. 21, 1902	220 00
" Deslauriers, "F"	Nap. Langevin	Dec. 18, 1906	220 00
" " "B"	Ph. Choquet	Mar. 13, 1908	140 00
" Ronde	Herman Charland	Aug. 1, 1907	500 00
" Perrot	Andrew McNab	May 20, 1905	180 00
" Ste. Thérèse, U.R	Sam Reeves	Oct. 12, 1870	380 00
" " " L.R	Joseph Malo	Feb. 1, 1897	220 00
Jones Island	Joseph Charlebois	Apr. 22, 1909	125 00

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

MONTREAL AGENCY *Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ c.
Lacolle	W. G. Whitman	Jan. 18, 1904	220 00
L'Anglais Pte	Antoine Langlois	July 11, 1888	220 00
Lake Memphremagog :—			
Black Point	J. H. Peters	June 1, 1881	100 00
Lead Mines	W. Wheeler	June 1, 1881	100 00
Molson Island	Mlle E. G. Molson	May .., 1878	130 00
Georgeville	C. E. Martel	May 19, 1891	100 00
Wadleigh Point	J. A. Patterson	June 1, 1891	100 00
Witch Rock	D. E. Peters	" 1, 1891	260 00
Lachine and Range	Arthur Lizotte		260 00
Longue Pointe and Trav. Range	Arthur Valiquette		180 00
L'Orignal, Ont.	Grégoire Séguin	May 8, 1894	180 00
Louisville "R"	Onésime Plante	June 23, 1907	220 00
Lavaltrie "R"	Eloi Lacombe	" 2, 1909	335 00
Light Ship No. 3 (L. St. Peter)	J. B. Weaner	May 9, 1904	680 00
L'islet Richelieu	Jos. Auger	Jan. 20, 1905	220 00
Lotbinière "B"	George Beaudet	" 4, 1883	140 00
" "F"	Mme L. Beaudet	Sept. 3, 1903	140 00
McTavish Pt	J. Campbell	Nov. 18, 1896	180 00
Nicolet River "B"	Edmond Héroux	Dec. 5, 1906	180 00
" " "F"	Didier Héroux	" 5, 1906	320 00
North half Way Pt. "R"	Joseph Lord	May 5, 1903	260 00
Oka	Gédéon Lamouche	Nov. 3, 1910	120 00
Oka Wharf	D. Guindon	" 3, 1910	80 00
Papineauville	Joseph Chabot	June 17, 1897	180 00
Petite Trav. Contrecœur "B"	Oliva Casse	Nov. 18, 1910	140 00
" " "F"	Louis Caisse	April 22, 1904	140 00
Platon Range	Chas. Beaudet	Aug. 24, 1894	220 00
Pointe à Cadieux	Simon Poirier	May 4, 1904	260 00
Pointe aux Anglais	Lucas H. Masson	July 10, 1907	320 00
Pointe aux Citrouilles	Wm. Brunnelle	May 26, 1908	275 00
Pointe du Lac	Sylva Paquin	" 2, 1900	180 00
Portneuf Range	Josephine Rodrique	Dec. —, 1900	380 00
Port St. Francis	Frs Manseau		380 00
Repentigny "B"	L. L. Rivet	April 28, 1894	140 00
" "F"	J. B. Lachapelle	Feb. 1, 1861	140 00
Rigaud	Onésiphore Malette	Sept. 14, 1910	180 00
Richelieu River New Lights—			
Batture St. Antoine	Arthur Collette	Sept. 15, 1910	25 00
Cardinal Traverse	Pierre Morin	Nov. 23, 1910	25 00
Church Pt. Trav. "B"	Félix Messier	Oct. 6, 1910	12 50
" " "F"	Alcime Bourias	" 6, 1910	12 50
Hébert Point	Xavier Hébert	Sept. 30, 1910	25 00
Laperle Trav	Ls. Jussaume	Nov. 23, 1910	25 00
Marcotte Traverse	Flavien Marcotte	Sept. 15, 1910	25 00
Petite Ile Course	Elie Leblanc	Sept. 30, 1910	25 00
St. Charles Point	Arsène Messier	" 30, 1910	25 00
St. Marc Point	Xiste Préfontaine	Oct. 15, 1910	25 00
St. Onge Traverse	Alfred Larivière	Nov. 23, 1910	25 00
St. Ours Locks	Nap. Auger	Oct. 19, 1910	25 00
Windmill Point Trav	Roch Dansereau	Sept. 15, 1910	25 00
Rivère St. François	Philéas Desmarais	July 2, 1897	260 00
St. Anne de Sorel "B"	Pierre Cournoyer	Mar. 28, 1906	180 00
" " "F"	Frs Lanciault	" 28, 1906	140 00
St. Anne de Bellevue	J. L. Stoker	May 20, 1902	220 00
St. Anne Lock	F. H. Demers	" 17, 1907	140 00
St. Emélie "B"	Emery Filteau	Mar. 16, 1905	140 00
St. Emélie "F"	A. Laliberté	Sept. 24, 1888	120 00
St. Jean Pier	Ernest Menard	April 1, 1909	220 00
St. Ours, Trav. "F"	J. B. Laporte	" 26, 1904	220 00
" " "B"	Anathase Gaudette	Oct. —, 1908	160 00
St. Pierre les Becquets	M.O.Tousignant	May 26, 1901	100 00
St. Placide	Philibert Lefebvre	Oct. 1, 1909	230 00
St. Valentine Range	Alfred Martin	June 30, 1909	190 00

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

MONTREAL AGENCY—*Concluded.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Sorel Harbour	R & O. Nav. Co	Sept. 6, 1854	85 00
Three Rivers	J. W. Luckerhoff	" 9, 1908	180 00
Upper Champlain "B"	Louis Pothier	April 1, 1906	130 00
" " "F"	O. Massicotte	" 1, 1906	120 00
Varennes	Azarie Geoffrion	May —, 1903	120 00
Verchères Trav. "B"	Philéas Charbonneau	April 31, 1902	120 00
" " "F"	F. X. Chicoine	" 21, 1902	140 00
" Village "B"	Félix Bousquet	" 21, 1902	120 00
" " "F"	Jos. Guyon	" 21, 1903	140 00
Way Channel	Moïse Beauchamp	Nov. 20, 1906	220 00

ONTARIO DIVISION.

Allumette, Island	John Cox, jr.	June 22, 1887	180 00
" Lake	John T. Manders	Aug. 7, 1907	180 00
Arnprior Island	William Kilroy	Oct. 1, 1905	260 00
Aylmer Island	Francis Boucher	May 3, 1907	260 00
Bamford Island	Robert Bamford	June 21, 1888	*380 00
Barriefield Common 'R'	William Murray	May 17, 1900	260 00
Baskin Wharf	Silas Sullivan	Dec. 22, 1896	220 00
Battle Island	C. S. McKay	Aug. 27, 1877	680 00
Belleville	J. C. Weir	Apr. 4, 1901	320 00
Bishops Bay	Isaac Larkins	Sept. 5, 1910	220 00
Black Bear Island	Daniel Matheson		380 00
Blind River Range	W. H. McGauley	Apr. 28, 1908	60 00
Bois Blanc	Chas R. Hackett		520 00
Boyd Island	Mme Elizabeth Martin	Jan. 6, 1905	380 00
Brebeuf	William J. Baxter	May 23, 1885	440 00
Brighton	H. V. Simpson	" " 1888	540 00
Bronte	Chas. Osborne	Oct. 20, 1906	260 00
Bruce Mines	Wm. Fleming	Mar. 31, 1909	85 00
Buckoms Point	Godfrey Onellet	Feb. 23, 1884	260 00
Burlington Beach	Thomas Lundy	May 2, 1905	730 00
Byng Inlet	Louis Lamondin	July 20, 1901	*520 00
Cabot Head	Charles Webster	May 10, 1898	1,180 00
Campbell Island	Robert Wilson	Jan. 8, 1905	260 00
Cape Robert	N. Matheson	Nov. 13, 1902	440 00
Cape Croker	Wm J. Chapman	Apr. 27, 1910	980 00
Caribou Island	Antoine Boucher	May 3, 1907	1,440 00
Cecebe Lake	John Schade	Aug. 29, 1906	320 00
Centre Brother Island	D. Wemp	Jan. 9, 1901	320 00
Chantry Island	Malcolm McIver	Apr. 1, 1907	680 00
Chenal Ecarté	Peter Willis	Dec. 3, 1908	150 00
Cherry Island	I. S. Johnson	Nov. 5, 1883	380 00
Christian Island	Allan Collins	Mar. 25, 1881	600 00
Clapperton Island	Henry F. Baker	Dec. 2, 1895	*440 00
Cobourg Fog Alarm	John Lavis	July 5, 1910	400 00
Cobourg	Robert Gorden	May 16, 1883	†240 00
Colchester Reef	†† Fred. Malott	**Mar. 6, 1888	880 00
Cole Shoal	R. P. Boyd	Apr. 9, 1884	380 00
Collingwood	Jas. W. Lunan	Jan. 2, 1904	*520 00
Coppermine Point	Frank E. Roussain	Apr. 1, 1909	180 00
Corbay Point	Joseph Daviau	May 27, 1890	*440 00
Corunna	W. J. Scott	Apr. 23, 1901	220 00
Coteau Landing	Thos. Filiatreault	May 27, 1890	180 00
Coulonge Lake	Evang. Bertrand	Apr. 2, 1892	180 00

* $25.00 for blowing Fog horn.
† $30.00 per month extra in winter, for lighting.
** $25.00 for Fog Bell.
†† Transferred from Pelee Passage.

SESSIONAL PAPER No. 21

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

ONTARIO DIVISION—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Cove Island	Kenneth McLeod	June 19, 1903	1,180 00
Darlington	Port Darling Har. Co.	1886	100 00
Deep River Island	Jos. Beauchamp	1908	180 00
Deseronto	Rathbun Lumber Co	Oct. 14, 1884	200 00
Eddy Wharf Range	Eddy Bros.	" 1, 1905	60 00
False Ducks	Darland Dulmage	May 19, 1903	980 00
Ferris Island	J. Morriseau	Mar. 24, 1898	320 00
Flowerpot Island	D. Smith	Oct. 6, 1909	260 00
Fort William, Upper Ottawa	C. L. McCool	Jan. 1, 1911	100 00
Fox Island	Leslie Prosser	Sept. 14, 1896	260 00
Frenchmans Bay	Wm. O'Brien	Apr. 14, 1904	220 00
French River	Mrs. E. B. Borron	Jan. 20, 1903	680 00
Gananoque Narrows and Jackstraw Shoal	Mrs. Manly Cross	Jan. 2, 1908	600 00
Gargantua	Louis Miron	Oct. 26, 1899	600 00
Giants Tomb	A. H. Griffith	Sept. 17, 1898	380 00
Gibraltar Point	P. J. McSherry	May 2, 1905	440 00
Goderich Lights	Robert Campbell	June 9, 1886	460 00
" Beacon	"	" 9, 1886	50 00
Gore Bay	Angus Matheson	July 10, 1903	440 00
Gravenhurst Narrows	Isaac Barnes	Mar. 20, 1906	180 00
Great Duck Island	John Purvis	May 9, 1898	1,180 00
Grenadier Island	Delbert Root	" 20, 1902	200 00
Griffith Island	W. S. Boyd	" 14, 1889	*600 00
Hamilton Island	Réné Casgrain	April 6, 1906	380 00
Hope Island	Charles Vallée	" 20, 1899	555 00
do	Peter Leblanc	Mar. 12, 1909	625 00
Jackfish Bay	Ben. Almos	Oct. 1, 1907	90 00
Kagawong	W. M. Boyd	April 13, 1893	120 00
Kaministikwa	John Armstrong	" 28, 1894	380 00
Killarney	Frank Roque	Feb. 28, 1905	440 00
Kincardine	Thos. McGaw, jr.	June 13, 1889	600 00
Kingsville	W. H. Black	July 27, 1902	260 00
Knapp Point	J. J. Brophy	May 9, 1905	*260 00
Knights Point	William Shannon	Sept. 27, 1866	600 00
Lamb Island	Andrew Alexander	April 26, 1897	680 00
Lancaster Bar	J. J. Munroe	June 8, 1892	520 00
Leamington	F. H. C. Conover	April 28, 1883	260 00
Lime Kiln Crossing	Stephen Pettypiece	May 11, 1888	350 00
Lions Head	Charles Knapp	Oct. 28, 1903	100 00
Little Current	David Boyter	April 22, 1903	440 00
Lonely Island	Jean Haitse	May 11, 1885	*880 00
Long Point, East end	S. B. Cook	June 9, 1897	1,180 00
" West "	F. E. Mason	" 3, 1901	600 00
Lower Narrows	J. B. Leblanc	Jan. 4, 1904	180 00
Lyal Island	John McKay	Oct. 27, 1884	680 00
Manitowaning	John Gourley, jr.	July 2, 1900	220 00
Meaford	Samuel Dutcher	May 7, 1877	260 00
Michipicoten Harbour	W. T. Richardson	Sept. 27, 1900	380 00
Michipicoten Island	Chas. Daviau	June 29, 1910	520 00
Middle Island	John L. Lidwell	June 10, 1889	520 00
Midland Range	Nap. Somers	June 19, 1900	†320 00
Mississagi Strait	J. H. Ball	May 7, 1900	1,180 00
Mississagi Island	L. D. McDonald	" 16, 1896	600 00
Mohawk Island	R. O. Smithers	Mar. 31, 1896	600 00
Morris Island	W. E. Rowan	Feb. 16, 1910	180 00
McKies Point	Dosithé Daoust	Sept. 21, 1893	260 00
McKays Island	Jos. Harvey	July 10, 1907	380 00
McQuestion Point	Elizabeth McLeod	Feb. 22, 1901	180 00
Narrow Island	A. B. Boyter	Jan. 3, 1898	*380 00
Niagara, fog alarm	J. W. McMillan	Nov. 30, 1910	520 00
" "	Robert J. Allan	July 19, 1907	260 00

* $25.00 for fog Horn.
† From 1st April 1911.

STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

ONTARIO DIVISION—*Continued.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Nigger Island	Carson Jeffrey	April 28, 1904	320 00
Nine Mile Point	Stannes Veech	Mar. 7, 1894	980 00
Nottawasaga Island	J. F. Burmister	May 2, 1904	*680 00
Oakville Pier	Maurice Felan	April 28, 1894	260 00
Onderdonk bluff	E. Bryant	Mar. 6, 1911	140 00
Otter Island	Robert McMenemy	Nov. 17, 1903	*600 00
Owen Sound	Archibald McLean	Dec. 23, 1897	320 00
Pelee Passage Middle ground	Stafford Bottom	Nov. 12, 1910	600 00
"	F. Malott 1st assistant	Nov. 11, 1902	500 00
Pelee Passage	Henry Amonite	Nov. 12, 1910	450 00
Peninsula Harbour	J. Blondin	Oct. 14, 1910	*600 00
Peter Rock	James Roddick	Sept. 7, 1907	680 00
Pie Island	James Forbes	April 1, 1908	380 00
Pigeon Island	J. H. Davis	May 16, 1896	600 00
Pointe au Baril	Ole Hanson	July 10, 1907	440 00
Pointe aux Pins	Alexander McKinnon	May 16, 1904	520 00
Point Clark	M. McDonald	Jan. 8, 1897	600 00
Point Edward	Louis Knauff	May 23, 1908	260 00
Point Peter	G. J. Scott	June 6, 1901	980 00
Point Pleasant	Frank Connor	Oct. 13, 1898	440 00
Point Porphyry fog alarm	Joseph Bousquet	Aug. 11, 1908	600 00
Point Porphyry	‡Andrew Dick	" 10, 1880	450 00
Port Arthur	J. C. Banks	April 25, 1908	350 00
Port Burwell	John Sutherland	June 18, 1891	**520 00
" Inner Range	"		85 00
Port Colborne	D. H. A. Fortier	April 11, 1865	550 00
Port Colborne, F. A	Hugh Clarke, jr	May 30, 1904	1,180 00
Port Credit	John Miller	Dec. 16, 1897	260 00
Port Dalhousie	Bernard McGrath	Oct. 2, 1907	520 00
Port Dover	Silas L. Butler	July 15, 1897	440 00
Port Elgin	R. M. Lowry	Mar. 4, 1896	180 00
Port Maitland	Mrs. Jas. Grant	June 29, 1907	*440 00
Port Stanley	John L. Oliver	Dec. 16, 1907	440 00
Presqu'Isle Main, Salt Point	Herbert E. Smith	April 29, 1898	400 00
Presqu'Isle Main Fog Alarm	W. B. Ainsworth	Oct. 12, 1907	600 00
Providence Bay	John B. Sinclair	Mar. 6, 1906	*380 00
Rains Wharf	W. W. Rains	Aug. 1892	120 00
Rainy River	Patrick O'Connor	June 23, 1904	380 00
Red Rock	Adam Brown	June 2, 1909	*620 00
Richards Landing	R. Armstrong	Feb. 1902	100 00
Rondeau	W. R. Fellows	Dec. 18, 1888	*520 00
Rosseau	J. G. Dixon	July 4, 1890	180 00
Sailors Encampment	A. M. Rains	Aug. 1, 1892	180 00
Sand Point	Peter McLean	May 1, 1909	85 00
Saugeen	Angus McAulay	Aug. 23, 1909	190 00
Scotch Bonnet	Cyrus R. Spencer	April 7, 1903	*520 00
Shaganash	Alex. Clark		320 00
Shaguiandah	Wm. Stevens	Jan. 11, 1909	150 00
Shoal Island	John L. McCluskie	Sept. 11, 1909	*335 00
Silver Islet	Capt. J. Cross	May 18, 1905	180 00
Slate Island	A. B. Sutherland	July 21, 1908	680 00
Snake Island	John Whitmarsh	July 18, 1900	*350 00
Southampton	James Brown	June 29, 1904	260 00
South Baymouth	John A. Ritchie	Sept. 10, 1903	220 00
South Bay Point	Marcellus Vorce	Nov. 21, 1902	320 00
South E. Bay	Thomas Darling	Jan. 31, 1891	140 00
South River	Fredk. Beachler	July 2, 1903	180 00
Squaw Island	Neil McDougall	April 25, 1901	320 00
St Anicet Bar	Donald McKillop	June 8, 1892	380 00
Stagg Island	Thos. M. Cowan		260 00

‡ Retired O. S. C., Dec. 23, 1910.
** $25, Fog Bell.
* $25 for Fog Horn.

STATEMENT giving names of stations and lightkeepers, &c.—*Concluded.*

ONTARIO DIVISION—*Concluded.*

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ cts.
Stokes Bay	Alexander Smith	May 14, 1908	320 00
Strawberry Island	William McKenzie	May 4, 1893	*440 00
Strewsbury	C. Thompson		50 00
Strippling Point	David Humes	Aug. 27, 1902	320 00
Sulphur Island	William Birch	Aug. 1, 1910	380 00
Supple Point	C. J. Kelly	Oct. 11, 1909	150 00
Success Island	Temiskaming Navigation Co.		
Telegraph Island	Geo. A. Rowe	Oct. 25, 1895	320 00
Thames River	H. J. Cartier	Oct. 18, 1884	520 00
Thessalon	James Harvey	Nov. 28, 1897	*440 00
Thornbury	Robert Lowe	April 12, 1887	*140 00
Thunder Cape	William Craig	May 17, 1892	1,180 00
Tobermory	Archibald Currie	Oct. 12, 1903	320 00
Thomahawk Island	Thomas Sweeney	Sept. 19, 1902	320 00
Toronto, East Pier	George McKelvie	June 13, 1905	1,180 00
Trenton	C. W. Spicer	May 5, 1905	190 00
Victoria Harbour, Ottawa River	Chas. Berzie	Oct 15, 1910	180 00
Victoria Island	George Cosgrave	Nov. 14, 1899	*520 00
Welcome Island	Adolphe Perras	May 10, 1906	980 00
Western Islands	T. J. Richardson	June 27, 1901	1,180 00
West Sister Rock	John Thibault	Dec. 7, 1905	520 00
Whisky Island and Penetanguishene	Christopher Columbus	Mar. 18, 1893	440 00
Whitby	Port Whitby Hbr. Co. Ltd.	May 1, 1905	100 00
Wiarton	Wm. Gilbert	Sept. 13, 1907	100 00
Wicket Point	Anson Shortt	Oct. 13, 1909	380 00
Wilson Channel	H. G. Duncan	Aug. 25, 1905	440 00
Wolf Island	Wm. Gillespie	Mar. 17, 1885	320 00

MANITOBA.

Black Bear Island	Wm. Hughes	Feb. 12, 1892	400 00
Cox Reef	** Wm. Doré	Aug. 6, 1908	*425 00
George Island	A. A. T. McKay	Dec. 6, 1909	*460 00
Gull Harbour	T. Fjeldsted	May 6, 1904	*260 00
Gimli	E. G. Thompson	Jan. 21, 1910	80 00
Red River Range	William Hughes	Feb. 12, 1892	520 00
Warren Landing Ranges	Hugh McDonald	Aug. 14, 1907	400 00

** Wm. Doré died 13th Dec. 1909 and A. A. T. McKay, George Island, has been appointed in his stead at an initial salary of $460, O.I.C. 31st March 1910. John Tumster, appointed to George Island 31st March 1910.

* $25 for Fog Horn.

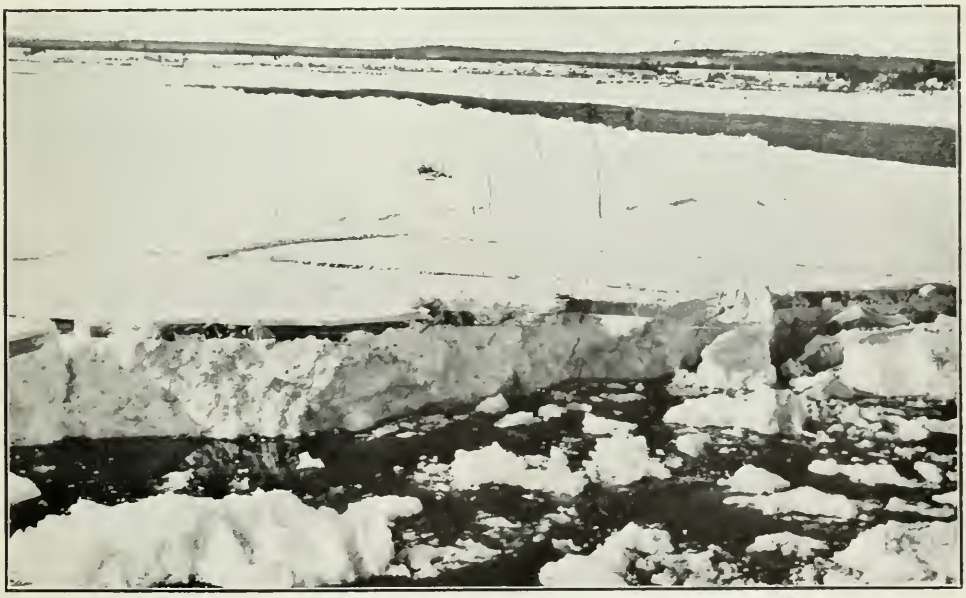
STATEMENT giving names of stations and lightkeepers, &c.—*Continued.*

BRITISH-COLUMBIA.

Name of station.	Name of lightkeeper.	Appointed.	Salary.
			$ c.
Active Pass	H. Georgeson	July 21, 1884	1,170 00
Alberni	Geo. A. Patterson	July 6, 1910	180 00
Amphitrite Point	G. W. Grant	April 2, 1906	390 00
Berens Island	S. G. Harrison	Nov. 4, 1897	517 50
Brockton Point	W. D. Jones	Aug. 20, 1890	517 50
Brotchie Ledge	Thos. Sparks	Jan. 1, 1903	*180 00
Bare Point	T. R. Stevenson		270 00
Ballenas Island	W. Betait	Oct. 3, 1901	1,170 00
Birnie Island	G. Rudge	May 2, 1905	390 00
Balfour	J. W. Gallup	Jan. 1, 1900	210 00
Cape Beale	W. L. Thompson	Sept. 16, 1908	1,770 00
Carmanah Point	W. P. Daikin	Nov. 4, 1890	1,770 00
Cape Mudge	J. Davidson	June 27, 1898	570 00
Coffin Island	No keeper		
Crofton Light	R. Allan	May 31, 1907	270 00
Discovery Island	M. A. Croft	April 1, 1902	1,170 00
Dryad Point	C. Carpenter	Nov. 7, 1899	517 50
Dock Island	Gas lights operated by agency		
Danger Reef	R. Harrap	April 15, 1903	150 00
Denman Island	J. A. McMillan	Aug. 15 1906	570 00
Entrance Island	M. G. Clark	Nov. 26, 1897	1,470 00
Egg Island	Jas. Forsythe	July 10, 1909	1,545 00
Estevan Point	J. P. Jensen	April 1907	1,500 00
Fisgard	J. Gosse	Oct. 13, 1909	502 50
Fiddle Reef	D. H. McNeill	Mar. 21, 1905	570 00
Fraser River Lights and Garry Pt.	A. A. Parker	July 1, 1907	570 00
Gallows Point	Western Fuel Co	May 1906	120 00
Green Island	Alex. Dingwell	Feb. 11, 1911	1,320 00
Helen Point	Daniel Tom	Mar. 2, 1910	180 00
Ivory Island	F. Reuter	May 2, 1905	1,170 00
Kyuquot Light	A. Ellis	Jan. 21, 1906	390 00
Kootenay Landing	C. P. R. Co		120 00
Lawyer Island	F. W. B. Elsterman	April 1, 1905	780 00
Lennard Island	R. Pollock	July 1, 1908	1,600 00
Lucy Island	J. O. Ouellette	July 6, 1910	817 50
Merry Island	W. T. Franklin	Jan. 8, 1904	570 00
North Arm Lights	James Quinn	April 1, 1909	345 00
Nanaimo Harbour	H. B. Shaw	June 12, 1907	330 00
Point Atkinson	W. Erwin	Oct. 5, 1880	1,320 00
Portlock Point	W. J. Gillespie	Nov. 1905	607 50
Prospect Point	Jno. Grove	July 7, 1898	517 50
Pointer Island	Jas. Codville	Dec. 26, 1899	607 50
Portier Pass	F. Allison	Nov. 15, 1902	570 00
Procter	G. W. Gallup	Jan. 1, 1900	390 00
Pilot Bay	E. Montreuil	Oct. 17, 1907	570 00
Pine Island	A. B. Gurney	April 1, 1907	1,770 00
Pultney Point	E. Hukkla (temporary)	Feb. 1, 1907	570 00
Pachena Point	W. R. Pillar	Sept. 5, 1907	1,600 00
Quatsino Light	N. C. Nelson	Jan. 29, 1907	502 50
Race Rocks	F. Eastwood	" 21, 1891	1,770 00
Saturna Island	Jas. Georgeson	Oct. 26, 1889	900 00
Sand Heads Lt. Ship	M. O'Brien	" 1, 1904	1,470 00
Sisters	B. Blanchard	Feb. 20, 1905	1,020 00
Sechelt	Gas Beacon (No keeper)		
Scarlet Point	Wm. Hunt	Sept. 24, 1908	562 50
Sechart Light	G. Strickland	Mar. 27, 1908	270 00
Sooke Light	A. Codtel	April 15, 1907	210 00
Trial Island	H. O'Kell	Aug. 20, 1906	1,470 00
Victoria Harbour	Thos. Sparks	Jan. 29, 1903	180 00
Walker Rock	Gas Light (No keeper)		
Yellow Island	John Doney	May 1, 1905	1,020 00
Yugerot Light	H. T. W. Smith		480 00

* $10.00 for operating Fog Alarm.

Heavy field of frazil ice from 60 to 80 feet in thickness. Portneuf, Feb. 1911.



Heavy field of frazil ice from 60 to 80 feet in thickness. Surface of ice standing 6 feet above water level. Portneuf, Feb. 1911.

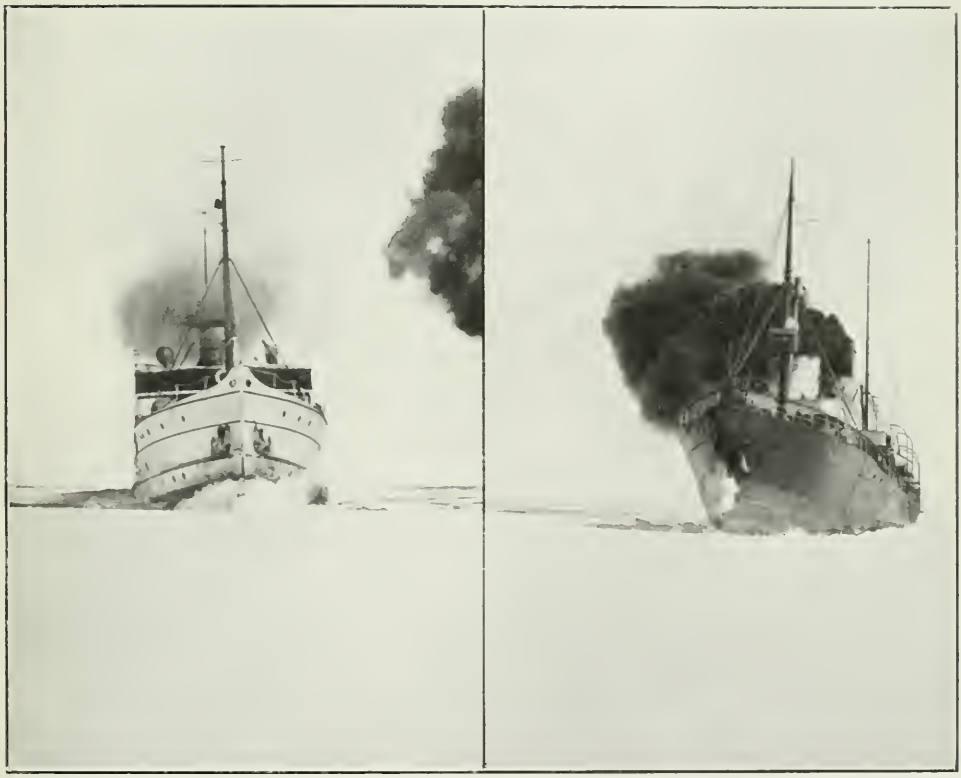
Piece of heavy frazil ice in the act of turning over. Portneuf, Feb. 1911.

Breaking up a heavy batture at Quebec Bridge, Feb. 1911.

"Lady Grey" and "Montcalm working at Port St. Francis, April, 1911.

"Lady Grey" and "Montcalm" working in Lake St. Peter, March, 1911.

"Lady Grey" working above Sorel in packed ice from three to four feet in thickness, April, 1911.

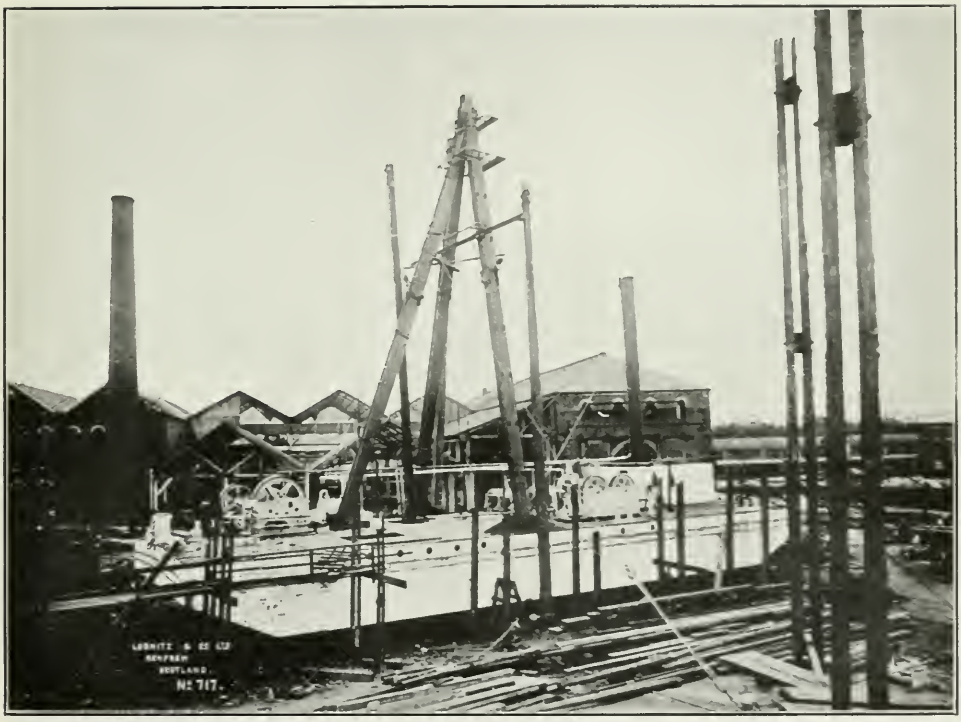


"Lady Grey" at the instant of striking the ice.

"Montcalm" just after striking the ice.

Experimental 20 Ton Rock-cutter, working in the Cap à la Roche Section, River St. Lawrence Ship Channel. (Stern view, looking up stream).

Experimental 20 Ton Rock cutter, working in the Cap à la Roche Section, River St. Lawrence Ship Channel. (Side view, looking North.)



22 Ton Rock-cutter, for work in the Cap à la Roche Section, River St. Lawrence Ship Channel, being built by Messrs Lobnitz & Co. Ltd. Renfrew, Scotland.

Machias Seal Island lightstation, N.B.

Cape Dogs lightstation, Quebec.

Cape Fourchu lighthouse, N.S.

The Motor Life-boat Banfield, B.C.

Life-boat Station, Southampton, Ont.

C. G. S. "Stanley" cutting icebound vessels out of Bridgewater, N.S.

C. G. S. "Stanley" cutting ice-bound vessels out of Bridgewater, N.S.